

City of Buellton

General Plan

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I. Introduction

The City of Buellton

Buellton is a small, newly-incorporated City located in the western Santa Ynez Valley of northern Santa Barbara County. The City takes its name from the Buell family who were instrumental in settling the area around the present-day town in the late 1800s.

The 1993 population of Buellton is about 3,700. The community has changed a great deal in the past decade. The population has grown; many people are employed outside of town; and Buellton is no longer merely a "crossroads" commercial center devoted to automobile travelers. Buellton residents voted to incorporate in November, 1991, because they wanted better public services, such as an expanded library and parks, and a greater variety of commercial uses, such as a local supermarket and personal services. Most importantly, Buellton residents voted to incorporate because they wanted more control over their community. This general plan for Buellton will be the first expression of, and guide to, how the City will develop based entirely on the desires of the community itself.

Scope and Purpose of the General Plan

A General Plan is required by state law and serves as a community's blueprint for the use and development of land within its planning area. To provide a consistent framework within which to address these issues, state law requires that the general plan contain seven interrelated sections, or *elements*:

Land Use. The Land Use Element describes the various uses to which land within the City may be committed, and designates areas where these uses may take place. In this sense, the Land Use Element is the most basic of the seven required elements. The Land Use Element must be closely coordinated with the other elements to result in a coordinated, orderly and logical development pattern.

Housing. The Housing Element describes how safe, affordable housing will be provided to all present and future City residents anticipated through the time frame of the General Plan. The Housing Element also provides incentives for the production and rehabilitation of affordable housing within the City.

Circulation (transportation). The Circulation Element describes how the transportation needs of the city will be met during the time frame of the General Plan. The Circulation Element identifies where new roadways will be constructed to support the land uses contained in the Land Use Element, and also contains provisions for the use of alternate modes of transportation, including bicycle and pedestrian circulation plans.

Conservation and Open Space. The Conservation and Open Space Elements are often combined as one General Plan element. These elements describe the diverse natural and human-made resources in and around Buellton, and how these resources will be preserved and protected during the time frame of the General Plan.

Safety. The Safety Element describes the natural and human-made hazards in and around Buellton, and how the effect of these hazards can be minimized.

Noise. The Noise Element contains policies and programs to protect residents from exposure to excessive noise.

Other elements may be added as needed to address specific issues. The Buellton General Plan contains three such elements: Economic Development, Public Services, and Parks and Recreation.

Economic Development. The Economic Development Element describes methods by which the City will strive to achieve and maintain economic vitality, create jobs, finance infrastructure improvements and provide other needed facilities and services during the time frame of the Plan.

Public Services. The Public Services Element describes the existing public services and facilities serving Buellton, and outlines the improvements to facilities and services that will be needed during the time frame of the Plan.

Parks and Recreation. There are currently no park facilities or recreation programs in Buellton. This Element describes how these facilities and services will be provided to meet the needs and desires of the town's residents.

Each element of the General Plan contains *goals, policies and programs*. *Goals* are a desirable future condition or state towards which the community will work to achieve. *Policies* are statements of the community's position regarding a particular issue. A *program* is an action or series of actions that the City will undertake to implement the policies contained in the General Plan. The goals, policies and programs contained in the General Plan provide guidance to decision makers and the public when questions arise about the appropriate use of individual parcels of land and other resources.

Quantified objectives are measurable milestones that can be used to judge the effectiveness of the implementation of the Plan.

The General Plan must be a comprehensive, long-term document. The Buellton General Plan provides a framework for the orderly growth and development of the City for the next twenty or more years from our vantage of today. The General Plan, however, will certainly be amended from time to time to keep pace with the changing needs of the community.

Organization of the General Plan

The Buellton General Plan is composed of seven chapters:

Chapter I - Introduction. The introduction to the General Plan, describes the scope and purpose of the Plan, and the process by which it was prepared. Public participation played a key role in the preparation of the General Plan. The introduction also discusses prior planning efforts in the Buellton area, as well as the relationship between the Buellton General Plan and other relevant plans and regulations.

Chapter II - Summary of General Plan Goals, Policies and Programs. This chapter provides a summary of all of the goals, policies and programs that will guide land use decisions within the City during the time frame of the General Plan.

Chapter III - Community Development. This chapter consists of the Land Use, Economic Development, Housing, Circulation, Public Services, and Parks and Recreation elements.

Chapter IV - Natural Resources. The Conservation and Open Space Elements have been combined in this chapter.

Chapter V - Hazards. This chapter contains the Noise and Safety Elements.

Chapter VI - Implementation. The Implementation chapter details the steps necessary to implement the goals, policies and programs of the General Plan. A timeline is established through which these various steps should be implemented. The chapter also contains a list of 5-year and 10-year objectives, which are measurable outcomes by which the success of the General Plan can be assessed.

Chapter VII - Appendices. For the policies and programs of the General Plan to provide effective guidance for future land use decisions in Buellton, they must be founded on a thorough understanding of the town's setting and historical development pattern, and of the factors which have shaped the present land use and population of the town. These issues are discussed in greater detail in the *Background Information and Environmental Setting Report*, which has been prepared separately as an appendix to the General Plan (Appendix A).

The General Plan Process

A general plan reflects a community's vision for the future. Therefore, before the Buellton General Plan could be written, it was essential to gain a better understanding of the public's ideas about what they would like Buellton to be. To obtain input directly from the residents, two public workshops were held at which participants were asked to identify potential problems in Buellton and to describe their vision for the future of the community. These workshops were well attended and led to the development of a set of "planning principles" which became the general guideposts for the preparation of the Plan.

During the next several months, the Planning Commission met frequently to discuss a wide range of planning issues that would be addressed by the General Plan, such as the location of new commercial development, techniques for protecting sensitive creek resources, the revitalization of Avenue of Flags, and the treatment of new development along Highway 246.

By the spring of 1993, a draft land use map was completed and reviewed by the Planning Commission, which considered various alternatives for the large, undeveloped portions of the town. Recommendations from the Planning Commission were forwarded to the City Council, who conducted public hearings before adopting the plan.

An Environmental Impact Report (EIR) was prepared in accordance with the California Environmental Quality Act (CEQA). The impacts and mitigation measures identified in the Final EIR were considered by the City Council before the Plan was adopted.

Past Planning Efforts in Buellton

The community of Buellton incorporated in February, 1992, although the official change in service providers did not take effect until the beginning of the new fiscal year in July, 1992. Prior to incorporation, land use decisions in Buellton were governed by the goals, policies and programs of the *Santa Barbara County Comprehensive Plan*. As would be expected, the scope of the county's plan could not provide the level of detail desired by the residents of the city.

Shortly before the city incorporated, the Santa Barbara County Resource Management Department (RMD) contracted with a private consulting team (The Morro Group, Merriam Planning Associates,

and Associated Transportation Engineers) to develop a community plan for Buellton (*The Buellton Community Plan*) that would supplement the County's Comprehensive Plan and address the specific needs of Buellton. The public draft of this document was completed in July, 1991. However, the Community Plan was never adopted by the Santa Barbara County Board of Supervisors.

The preparation of the Community Plan involved similar steps to the preparation of the City's first General Plan. A number of public workshops were held by County RMD staff to gain a better understanding of the community's concerns and their ideas for the future. A citizen's advisory committee was formed to help guide the preparation of the plan; many of the concerns expressed during the preparation of the Community Plan have been addressed by the Draft General Plan. Much of the information and background research that went into the *Draft Buellton Community Plan* is still valid, and provided valuable background for the preparation of the general plan.

Relationship to Other Plans

The Buellton General Plan governs land use decisions within the incorporated boundaries of the city. Lands outside the city are governed by the Santa Barbara County Comprehensive Plan, which designates much of the land surrounding Buellton for large-lot agriculture and open space. Policies of the County's Comprehensive Plan encourage continuation of these land uses.

Other planning documents that affect Buellton include the Air Quality Management Plan (AQMP) recently adopted by Santa Barbara County to comply with State and federal Clean Air laws, and the Santa Barbara County Congestion Management Plan (CMP) which is intended to reduce traffic on the county's highways. The Buellton General Plan contains policies and programs that supplement the requirements of each of these plans.

Special Districts

In addition to the city, there are three special districts that are involved with shaping Buellton's future. The Buellton Union School District provides education facilities and services for elementary and middle school aged children. The District has identified the need for a new middle school in Buellton. The Santa Ynez Valley Union High School District includes Buellton and provides high school education. The Santa Barbara County Flood Control District manages regional drainage systems around Buellton that protect people and property from flood hazards.

Thus, the implementation of this Plan will require a coordinated effort among these different public agencies.

City of Buellton Planning Area and Comment Area

The Planning Area and Comment Area for the City of Buellton are shown on Figure 1. The Planning Area covers the land governed by the General Plan and includes the current City limits. The Comment Area includes lands that bear a direct relationship to the logical and orderly development of the City, and thus have a direct bearing on the ability of the City to achieve the objectives envisioned by the General Plan. Although the General Plan does not assign land use designations to these lands, the use and development of these properties will be closely monitored for consistency with the goals, policies and land use designations of the Buellton General Plan.

II. General Plan Goals, Policies and Programs

This section of the General Plan combines all of the Plan's *goals*, *policies* and *programs* together in one place, recognizing that certain land use issues may be governed by more than one General Plan element.

Goals represent a desirable future condition or state towards which the community will work to achieve. For example, one of the goals of the General Plan is to provide a continuing supply of affordable housing to meet the needs of present and future Buellton residents.

The *policies* of the General Plan state the community's position regarding land use, development and environmental quality issues, and are used to guide future actions. The General Plan contains policy statements covering a wide range of issues such as land use, economic development, housing, and the conservation of natural resources, among others.

A *program* is an action or series of actions that the City will undertake to implement the policies of the General Plan. Programs of the General Plan specify who is responsible for carrying out the action (usually an agency or City department), as well as the timeframe for when it should be accomplished, and a source of funding.

The goals, policies and programs contained in the General Plan provide guidance to decision makers and the public when questions arise about the appropriate use of individual parcels of land and other resources. *Quantified objectives* are measurable milestones that can be used to judge the effectiveness of the implementation of the Plan.

A more complete discussion of the issues that led to the policies and programs is contained in the individual General Plan element(s).

Land Use Element Goals, Policies and Programs

Goals

1. To provide effective standards for the location, amount, rate, type and quality of new development so that the local economy remains healthy, attractive residential neighborhoods can expand, the rural character of the town is preserved, surrounding agriculture is enhanced and maintained, and the natural environment is protected.
2. To manage the growth of the town so that adequate facilities and services can be provided in pace with development.
3. To expand shopping and services that better provide for the needs of the residents.

Policies

General Policies

- L-1 The Buellton planning area and comment area are shown on Figure 1. The land use designations and policies of this General Plan apply to the planning area. Public improvements and significant new private development proposed in the comment area

shall be reviewed by the City. The City's Sphere of Influence is identical to the planning area.

- L-2 The size of the town shall be maintained, with most businesses, schools, parks and social centers within easy walking distance of residences.
- L-3 New development shall be restricted from areas where natural conditions are likely to pose a threat to public safety or produce excessive maintenance costs.
- L-4 New development shall not be allowed unless adequate public services are available to serve such new development.
- L-5 New development shall pay its fair share of providing additional public services needed to accommodate such development.
- L-6 New residential development shall be controlled so that the small town character of Buellton is protected.
- L-7 Further annexations to the City may occur when a) a substantial portion of the development capacity within the existing city limits has been developed, b) a substantial public benefit can be realized through the annexation, such as the provision of public open space, additional parkland, or the protection of scenic vistas, or natural resources, or c) a special type of use is proposed that cannot be practically accommodated in the existing city limits. The Planning Commission shall review the merits of a request for annexation based on these criteria, and make a recommendation to the City Council.
- L-8 The entrances to Buellton from the east and west on Highway 246, and from the north and south on the US 101 freeway and Avenue of Flags should be considered "gateways". New public and private development in these locations should include elements such as signage, landscaping and appropriate architectural detailing that announce that one has arrived in Buellton.
- L-9 New development in residentially designated vacant land west of the existing developed town shall provide a landscaped setback from Highway 246 generally as illustrated by Figure 3. Setbacks shall be landscaped with drought-tolerant, low maintenance trees, shrubs, groundcover, and other plants. Maintenance of these setbacks shall be the responsibility of the property-owners, either individually, through a homeowners association, or through a landscape maintenance district established by the City.
- L-10 Historically or architecturally significant buildings should not be demolished or substantially changed in outward appearance in a way that diminishes the historical character, unless doing so is necessary to remove a threat to health and safety and other means to avoid the threat are infeasible.
- L-11 Master plans for sewer, water, roads, drainage and other public improvements shall be required for new development on large undeveloped parcels.
- L-12 To help maintain the beauty of the City, property owners shall be encouraged to maintain their property in a neat and orderly manner. The City will continue to enforce the property maintenance standards of the Buellton Municipal Code.
- L-13 Health care and dental care services should be expanded in Buellton.

- L-14 All exterior lighting in new development shall be located and designed so as to avoid shining directly onto residential properties, and shall minimize offsite glare. Proponents of commercial or industrial projects on property adjacent to residential areas shall submit a lighting plan to the City for review and approval; said plan shall incorporate features such low level, downward directed exterior lights to achieve the intent of this policy.

Residential Development

- L-15 The maximum allowable residential density for new residential subdivisions or development projects shall be computed based on the gross area of the lot before dedications for highway setbacks, parks, streets, or other requirements
- L-16 The pace of new residential development should be such that new residents can be absorbed into the fabric of the town and existing residents are not overwhelmed by newcomers, by requiring phasing of larger residential projects, for example.
- L-17 The form, scale and character of new residential development should emulate the best characteristics of the existing residential neighborhoods, such as single and two-story dwellings with pitched roofs and adequate off-street parking; landscaped front yards with trees and sidewalks.
- L-18 Major new residential development is appropriate in the areas on the north and south sides of Highway 246 west of Calor Drive, and on the north side of Highway 246 east of Thumbelina Drive. The infill of existing residential lots should be encouraged.
- L-19 Lands designated for residential development should be developed at a density of at least three (3) dwelling units per gross acre, unless special circumstances, such as slope, flooding, or other environmental conditions warrant a lower density.
- L-20 Multi-family development should be encouraged near the commercial development.
- L-21 Multi-family development shall include usable private open space for each dwelling.

Commercial Development

- L-22 New commercial development shall be encouraged in Buellton along Avenue of Flags and Highway 246. In general, new commercial development should provide a wider range of retail shopping opportunities for the community. Local-serving shopping opportunities should be increased to include, but not be limited to, an additional grocery store and pharmacy/drug store.
- L-23 The visitor-serving sector of the local economy should be maintained and, as demand increases, expanded.
- L-24 New commercial development should incorporate elements to encourage pedestrian access and to screen parked areas from public view, generally as illustrated by Figure 4.
- L-25 Residences shall be allowed in conjunction with compatible commercial development on land designated General Commercial. The total number of dwellings allowed in conjunction with commercial development shall not exceed 100 units Citywide. Residential density of such mixed-use development shall not exceed 10 dwellings per acre and shall be determined by the Planning Commission on a case by case basis.

- L-26 Health care facilities and related businesses and professionals that support such facilities shall be encouraged.
- L-27 Offices should be allowed on Avenue of Flags.

Avenue of Flags

- L-28 The Avenue of Flags area north of Highway 246 should remain the physical and social center of Buellton, and should remain the focus for community events and gatherings. New residential neighborhoods should remain within easy walking and bicycling distance from the town center. Existing businesses that serve the needs of ranching or agricultural operations should be encouraged to relocate in the Service Commercial or Light Industrial districts, as appropriate.
- L-29 Sidewalk areas in the commercial core along Avenue of Flags and Highway 246 should allow for the free flow of pedestrians.

Public-Quasi-Public/Office Development

- L-30 The expansion of government offices should be encouraged on land near the present City Hall and other City offices.
- L-31 The land near the City offices is an appropriate location for professional offices.

Industrial Development

- L-32 Light industrial development will be encouraged in the area east of McMurray Road on Easy Street and Commerce Drive, and on Industrial Way.
- L-33 The vacant parcel south and east of Zaca Creek and west of Rancho De Maria is an appropriate location for industrial planned development.
- a. Vehicle circulation and outdoor activities shall be located between buildings and the existing industrial development to the west, rather than between new buildings and the existing residences located in Rancho De Maria.
 - b. Property boundaries adjacent to the Rancho De Maria subdivision shall be landscaped and maintained in an attractive manner.
 - c. The design of proposed buildings shall have more of an appearance of offices than industrial (e.g., "Butler Building") appearance.
 - d. Control of traffic through the access easement through the Rancho de Maria subdivision shall be subject to restrictions imposed by the City of Buellton with respect to large truck traffic.

Agricultural Land

- L-34 Buellton should remain a regional center for the surrounding agricultural, ranching, and rural residential areas.

- L-35 Existing businesses that cater to the needs of ranching and agricultural operations should be encouraged to locate in the Service Commercial or Light Industrial districts, as appropriate.

Programs

1. The city will amend its zoning ordinance and district map to reflect the land use designations and related policies of this General Plan. Where necessary, the new zoning districts and standards applicable to Buellton shall be created.

Responsible Agency/Department: Planning Department
 Timeframe: 1993
 Funding: General fund
 Monitoring: Planning Department

2. The city will prepare a physical concept plan for the Avenue of Flags.

Responsible Agency/Department: Planning Department, Public Works Department
 Timeframe: 1994
 Funding: General fund
 Monitoring: Planning Department

3. The City will develop design guidelines for development in commercial areas and on non-commercial properties with frontage on Highways 101, 246, McMurray Road and Avenue of Flags, to address the following issues:

- A single architectural theme for commercial development or separate themes for different commercial areas that incorporate design styles reflective of the desired rural, small town character of this community.
- Appropriate setbacks, building siting, building height and mass (emphasizing one- and two-story structures), landscaping, lighting and signage.
- Commercial buildings along Avenue of Flags with large windows for "window shopping;" awnings above sidewalks and street trees to shelter pedestrians; second story balconies.
- Multi-family development designed to resemble large, single-family homes.
- The type, size, location and planting techniques for street trees.
- The location and design of bulbouts and pedestrian crossings.
- The location and design of parking and loading areas.
- The location and design of transit stops and a ride-share center.

Responsible Agency/Department: Planning Department, Public Works Department
 Timeframe: 1994
 Funding: General fund
 Monitoring: Planning Department

4. The City will amend the zoning ordinance to include property maintenance standards.

Responsible Agency/Department: Planning Department
Timeframe: 1996
Funding: General fund
Monitoring: Planning Department

5. The City will prepare a physical concept plan for the Highway 101 corridor to provide motorists a clear indication of the attractive character of the community and activities available to travellers.

Responsible Agency/Department: Planning Department, Public Works Department
Timeframe: 1994
Funding: General fund
Monitoring: Planning Department

Economic Development Goals, Policies and Programs

Goals

1. To maintain and support a healthy and diverse local economy that meets the present and future employment, shopping, recreational, public safety and services needs of Buellton residents.

Policies

- E-1 The City will consider using a portion of the Transient Occupancy Tax to promote tourism in Buellton.
- E-2 The City will consider incentives for new development that provides a substantial benefit to the community, such as higher-paying jobs or expanded emergency services.
- E-3 The City will ensure that adequate commercial land is designated to meet the present and future needs of residents of the City and maintain economic vitality.
- E-4 A Service Commercial land use designation shall be established to accommodate businesses that require large amounts of floor area, such as lumber yards, home improvement outlets, agriculture and ranch-related businesses and other similar uses.
- E-5 The Avenue of Flags area north of Highway 246 should be revitalized and new commercial development should be encouraged. Strategies to revitalize this area may include the use of redevelopment to encourage infill development of vacant or underutilized lots.

(See also policy L-28)

Programs

6. The City will amend the zoning ordinance to include provisions for incentives for projects and land uses that provide a substantial economic or other direct benefit to the community.

Responsible Agency/Department: Planning Department
 Timeframe: 1994
 Funding: General fund
 Monitoring: Planning Department

7. The City will use redevelopment to help revitalize Avenue of Flags and other portions of the City.

Responsible Agency/Department: Planning Department/Redevelopment Agency
 Timeframe: 1994
 Funding: General fund, redevelopment
 Monitoring: Planning Department

8. The City will establish an economic development program to help achieve the economic development goals, policies and programs of the General Plan.

Responsible Agency/Department: Planning Department
 Timeframe: 1994
 Funding: General fund
 Monitoring: Planning Department

See also Program 1 related to amendments to the zoning ordinance and zoning map to reflect the land use designations contained in this Plan.

Housing Goals, Policies and Programs

Affordable Housing Supply

Goal: To provide a continuing supply of affordable housing to meet the needs of existing and future Buellton residents in all income categories.

Policies

- H-1 The City shall adopt policies, programs and procedures to try to achieve its fair share regional housing allocation, including the numbers of units for each income classification.
- H-2 The City shall ensure that its adopted policies, regulations and procedures do not add unnecessarily to the cost of housing while still attaining other important City objectives.
- H-3 The City shall give high priority for permit processing to projects that include low income residential projects.
- H-4 The City shall continue to support the efforts of the Santa Barbara County Housing Authority or other non-profit housing corporations to rehabilitate, construct and manage low income housing within the city.
- H-5 The City shall, through the Santa Barbara County Housing Authority or in conjunction with nonprofit or for profit developers, apply for funds from the state and federal governments

to rehabilitate and construct housing for low income households. Developers may be required to help offset the cost of such applications.

- H-6 The City shall continue to provide Section 8 assistance to eligible households through the Santa Barbara County Housing Authority.
- H-7 Upon formation in late 1993, the City's redevelopment agency shall utilize at least 20% of all tax increment proceeds for low and moderate income housing, in accordance with State law. Furthermore, portions of residential projects in the redevelopment area shall be developed for very low, low and moderate income households, as required by State law.
- H-8 All new housing projects of 50 or more units on land that has received an increase in allowable density above that allowed by its zoning designation as of August, 1993 through either a public or privately initiated general plan amendment, rezoning or specific plan shall be required to pay a fee equal to one percent of the building valuation (based upon building permits) to be deposited in a housing trust fund. This fund may be used to construct lower income units, to write-down land or financing costs for lower income units, or for the rehabilitation or preservation of such units. Monies from this fund may also be used in conjunction with redevelopment monies, CDBG funds or other money from other sources.

In cases where developers actually construct units for lower income households, the City Council may waive this requirement if the Council finds that the increase in lower income units is commensurate with the increase likely to be generated through the use of fees. Such units shall remain affordable to lower income households for at least 30 years.

- H-9 Low income housing produced through government subsidies and/or through incentives or regulatory programs shall be distributed throughout the City and not concentrated in a particular area or neighborhood.
- H-10 The City shall encourage the development of multi-family dwellings in locations where adequate facilities are available and where such development would be consistent with neighborhood character, including mixed-use projects in commercial zones.
- H-11 The City shall allow dwellings to be rehabilitated that do not meet current lot size requirements, setbacks, yard requirements, and other current zoning requirements, so long as the non-conformity is not increased and there is no threat to public health and or safety.

Programs

Note: All programs involving new or amended ordinances shall be subject to Planning Commission review and recommendation, and final approval by the City Council.

9. The city shall review and if applicable amend its zoning ordinance to allow 1) density bonuses for subdivisions that include an affordable housing component in conformance with state law; 2) relief from setback, parking, and other site development regulations, where feasible, for projects that include an affordable housing component; 3) secondary units (e.g., granny flats); 4) manufactured housing in residential zones; 5) group housing in residential zones, in accordance with State law 6) or provides parks and recreation facilities.

Responsible agency/department: Planning Department
 Timeframe: 1994
 Funding: General Fund
 Expected Outcome: Zoning ordinance amendment for approval by the City Council

10. The City will amend its zoning ordinance to allow residential development in conjunction with commercial in all commercial zones, subject to discretionary review by the Planning Commission and City Council.

Responsible agency/department: Planning
 Timeframe: 1994
 Funding: General Fund
 Expected Outcome: Zoning ordinance revisions

11. The city shall require a 30-year continued affordability condition in projects that receive a density bonus that also utilize government funds.

Responsible agency/department: Planning Department
 Timeframe: 1994
 Funding: General Fund
 Expected Outcome: Zoning ordinance amendment to require continued affordability

12. The city shall adopt an ordinance that requires that new housing projects at least 50 units in size on land that has received an increase in allowable density through either a public or privately initiated general plan amendment, rezoning or specific plan shall pay a fee equal to one percent of the building valuation (as determined from the building permit). Such fees shall be deposited into trust fund which can be used to construct lower income housing, write-down land or financing costs, or rehabilitate or preserve existing units. The ordinance shall include provisions to allow the use of the monies collected to provide low or no-interest loans to allow additions to existing rental or ownership units for low income households.

Responsible agency/department: Planning Department
 Timeframe: 1994
 Funding: General Fund
 Expected Outcome: New ordinance, housing trust fund

13. The city shall cooperate with the Santa Barbara County Housing Authority, People's Self Help Housing Corporation, or other non-profit agencies to secure funds through state and federal

programs for development of new low income housing, and rehabilitation of existing low income households.

Responsible agency/department: City Manager
 Timeframe: Ongoing
 Funding: Many
 Expected Outcome: Construction of low income housing

14. Upon formation, the City's Redevelopment Agency shall use a portion of its funds, as required by State law, to rehabilitate existing low-income housing and/or develop new low income housing.

Responsible agency/department: City Manager
 Timeframe: Fiscal year 1994 and beyond
 Funding: Redevelopment Agency revenues
 Expected Outcome: Development of low income housing

Conservation and Rehabilitation

Goal: To conserve and rehabilitate the City's current stock of affordable housing.

Policies

- H-12 The City shall coordinate with the Housing Authority to maintain Section 8 rent subsidies.
- H-13 The City shall apply for CDBG grants for the purpose of rehabilitating low cost, owner occupied and rental housing.
- H-14 Private financing of the rehabilitation of housing shall be encouraged.
- H-15 The City shall require the abatement of unsafe structures, while giving property owners ample time to correct deficiencies. Residents displaced by such abatement should be provided relocation assistance.

Programs

15. The City shall apply annually for CDBG rehabilitation funds to enable rehabilitation (including room additions as allowed by law), for low income households.

Responsible Agency/Department: City Manager
 Timeframe: Annually
 Funding: CDBG Technical Assistance/General Fund
 Expected Outcomes: CDBG applications annually
 Objective: 20 units rehabilitated

16. The City shall coordinate its efforts with the Santa Barbara County Housing Authority to continue receiving Section 8 subsidy monies.

Responsible agency/department: City Manager
 Timeframe: Ongoing
 Funding: Planning Department budget
 Expected Outcome: Maintenance of 13 existing Section 8 rental subsidies

Preservation of At-Risk Units

At-risk units are those that are currently in a subsidized housing program but are approaching the end of the program's timeframe and will soon revert to market-rate housing. This section describes how these units will be preserved, although there are no subsidized units in the City which are eligible for conversion within the time-frame of this element.

Goal: Preserve all at-risk units in Buellton.

Policies

- H-16 The City shall strive to preserve all at risk dwelling units in the City.
- H-17 At least 2 years notice shall be required prior to the conversion of any units for low income households to market rate units in any of the following circumstances:
- The units were constructed with the aid of government funding;
 - The units were required by an inclusionary zoning ordinance;
 - The project was granted a density bonus; or
 - The project received other incentives.

Such notice shall be given at least to the following:

- The City;
- The California State Department of Housing and Community Development (HCD);
- Santa Barbara County Housing Authority; and
- Residents of at-risk units.

Programs

17. The City shall coordinate with the Santa Barbara County Housing Authority to maintain a list of all dwellings within the city that are subsidized by government funding or low income housing developed through local regulations or incentives. The list shall include, at a minimum, the number of units, the type of government program, and the date at which the units may convert to market-rate dwellings.

Responsible Agency/Department: Planning Department
 Timeframe: Ongoing
 Funding: General Fund
 Expected Outcome: Annually updated list

18. The City shall add to existing incentive programs, and include in all new incentive or regulatory programs requirements to give notice prior to conversion to market rate units as described in Policy H-17.

Responsible Agency/Department: Planning Department
 Timeframe: 1994
 Funding: General Fund
 Expected Outcome: Revisions to all housing incentive and regulatory programs

Special Needs

No significant populations in Buellton were found to have special needs. The City does have a slightly higher percentage of elderly residents than Santa Barbara County; however, this group does not appear to have significant housing problems. However, the policy of the City shall be to remain flexible in considering various types of housing to accommodate the needs of special populations such as elderly, farmworkers, or single parent families.

Goal: To meet the housing needs of special groups of Buellton residents.

Policy

- H-18 The development of various types of housing for individuals with special needs such as the handicapped, elderly persons, farmworkers, or single parents shall be encouraged.

Program

19. The City shall amend its zoning ordinance to allow the development of various types of non-traditional housing, subject to discretionary approval by the Planning Commission and City Council, including group quarters and shared-living arrangements for the handicapped, elderly persons, farmworkers and single-parent families and emergency shelters.

Responsible Agency/Department: Planning Department
 Timeframe: 1994
 Funding: General Fund
 Expected Outcome: Zoning ordinance amendment

The Homeless

There are no known permanent homeless people in Buellton. Homeless services are available in the cities of Santa Maria and Santa Barbara, where the County Social Services Department maintains offices. The Police Department provides information and assistance to homeless passersby to help such individuals reach their destinations.

Goal: To continue to avoid significant homelessness in Buellton.

Policy

- H-19 The City shall provide information about housing opportunities and services for homeless individuals in the area.

Programs

20. The City shall continue to provide information about housing opportunities and services for homeless persons to transient passersby through the Police Department, as well as City Hall.

Responsible agency/department:	Police Department, City Manager
Timeframe:	Ongoing
Funding:	General Fund
Expected Outcome:	Continued availability of housing information

21. The City shall cooperate with Santa Barbara County, local non-profit organizations and other agencies in the continuation of programs aimed at assisting homeless people.

Responsible agency/department:	Planning Director
Timeframe:	Ongoing
Funding:	General Fund
Expected Outcome:	Cooperation with County

Energy Conservation

Goal: To increase the efficiency of energy use in new and existing homes, with a concurrent reduction in housing costs to Buellton residents.

Policies

- H-20 All new dwelling units shall be required to meet current state requirements for energy efficiency. The retrofitting of existing units shall be encouraged.
- H-21 New land use patterns shall encourage energy efficiency, to the extent feasible.
- H-22 Solar access for existing development shall be protected and provided in new development, to the extent feasible.

Programs

22. The City shall implement Title 24 of the California Code on all new development.

Responsible agency/department: Building Department
 Timeframe: Ongoing
 Funding: Plan check fees
 Expected Outcome: Implementation of Title 24

23. The City shall work with PG&E and The Southern California Gas Company to encourage existing residents to participate in energy efficiency retrofit and rebate programs. The City will consider sponsoring an energy awareness program, in conjunction with PG&E and The Southern California Gas Company to educate residents about the benefits of various retrofit and rebate programs.

Responsible agency/department: City Manager, Planning Department
 Timeframe: Ongoing
 Funding: General Fund/PG&E
 Expected Outcome: Increased awareness of energy efficiency programs

24. The City shall review and if applicable amend its subdivision ordinances to implement the subdivision map act related to subdivision orientation for solar access. The City shall also review its zoning ordinance to consider provisions for solar access, where feasible.

Responsible agency/department: Planning Department
 Timeframe: 1994
 Funding: General Fund
 Expected Outcome: Subdivision ordinance amendment

25. New annexations to the City shall be contiguous to the existing city to increase compact urban form and energy efficiency.

Responsible agency/department: Planning Department
 Timeframe: Ongoing
 Funding: General Fund
 Expected Outcome: Efficient, contiguous city expansion

26. The City shall amend its zoning ordinance to allow for mixed residential and commercial development, where appropriate.

Responsible agency/department: Planning Department
 Timeframe: 1994
 Funding: General Fund
 Expected Outcome: Amended zoning ordinance

27. The City shall review and if applicable amend its subdivision ordinance to require that new subdivisions include transit opportunities and bicycle and pedestrian routes, where feasible and appropriate.

Responsible agency/department: Planning Department
 Timeframe: 1994
 Funding: General Fund
 Expected Outcome: Subdivision ordinance amendment

Equal Opportunity

Goal: To assure equal access to sound, affordable housing for all persons regardless of race, creed, age or sex.

Policies

- H-23 The City declares that all persons regardless of race, creed, age, physical disability or sex shall have equal access to sound and affordable housing pursuant to State and federal laws.
- H-24 The City will promote the enforcement of the policies of the State Fair Employment and Housing Commission.

Programs

28. The City will continue to provide information from the Housing Authority and Department of Equal Housing and Employment regarding housing and tenant rights at City Hall.

Responsible Agency/Department: City Manager
Timeframe: Ongoing
Funding: General Fund
Expected Outcome: Distribution of information regarding equal access to housing

29. The City will refer persons experiencing discrimination in housing to California Rural Legal Assistance and/or the State Fair Employment and Housing Commission.

Responsible Agency/Department: All City Departments that receive complaints
Timeframe: Ongoing
Funding: General Fund
Expected Outcome: Distribution of information

Public Participation

Goal: To ensure participation of all economic segments of the community in the development of housing policy for Buellton.

Policy

- H-25 The City will encourage the participation of all citizens of Buellton in the development of housing policies for the City.

Program

30. Prior to any public hearing where the City is considering amending or updating the housing element, the City will directly notify People's Self Help Housing Corporation, Santa Barbara County Housing Authority, California Rural Legal Assistance and local churches, as well as post notices at significant public locations.

Responsible Agency/Department: Planning Department
 Timeframe: Ongoing
 Funding: General Fund
 Expected Outcome: Distribution of information

Table 2: Summary of Quantified Objectives

Income Groups					
Program	Very Low	Low	Moderate	Above Moderate	Total
I. New Construction					
1. Density bonus & other incentives	2,5,12	15			15
2. Second units	2	15	10		25
3. Mobile homes on lots	2	5	5		10
4. Mixed-use housing	3,19	5	5		10
5. Housing Trust Fund	5	10	5		15
6. Housing authority and non-profit organizations	6	15			15
7. Redevelopment	7	10			10
8. Private market	Many		40	120	160
Total:	50	40	50	120	260
SBCAG Fair Share	44	35	43	101	223

Income Groups					
Program	Very Low	Low	Moderate	Above Moderate	Total
II. Conservation/Rehabilitation					
1. CDBG rehabilitation program	8	20	20		40
2. Section 8 certificates	9	NA	NA		

III. Tenure	
Rentals	Owner Occupied
40%	60%

IV. Type	
Single Family Detached	Multi-Family & Mobile Home
80%	20%

Circulation Goals, Policies and Programs

Goals

1. To provide a safe and efficient circulation network to meet the present and future needs of the City.
2. To encourage the use of alternate forms of transportation other than the automobile.

Policies

Traffic Management

- C-1 Level of Service "C" or better shall generally be maintained on all streets and intersections, lower levels of service may be accepted during peak times or as a temporary condition, if improvements to address the problem are programmed to be developed.
- C-2 The street system in residential neighborhoods should have safe and logical connections to the existing street pattern.
- C-3 The City should not approve new commercial or industrial development that encourages customers, employees or deliveries to use residential streets. The circulation system should be designed so that non-residential traffic (especially truck traffic) is confined to non-residential areas.
- C-4 The City should manage the street network so that the standards presented in policy C-9 are not exceeded. The City will require new development to mitigate the traffic impacts it causes, or the City will limit development along streets where congestion levels are unacceptable.
- C-5 The number of new driveways on Highway 246 should be minimized.
- C-6 New local streets shall be developed consistent with the goals, policies and programs of the Land Use Element of the General Plan.
- C-7 Facilities that promote the use of alternate modes of transportation, including bicycle lanes, pedestrian and hiking trails, park-and-ride lots and facilities for public transit shall be incorporated into new development, and shall be encouraged in existing development.
- C-8 The City will continue to support the policies and programs of the Santa Barbara County Congestion Management Plan.

- C-9 The following standards apply to the streets shown on Figure 5.

<p>Table 3</p> <p>ROADWAY STANDARDS</p>		
Type of Street	Land Use Served	Example
Local Residential	Adjoining residential uses	Sharon Place
Residential Collector	Sub-city residential areas	Calor Drive
Commercial Collector	Sub-city commercial and industrial areas	Avenue of Flags, McMurray Road, Industrial Way
Arterial/Rural Highway	City wide and regional land uses	Highway 246
Freeway	Regional and State lands	US 101

- C-10 The City may reduce required parking for projects that employ transit demand management strategies that reduce vehicle trips to the site.
- C-11 The City should support county-wide and local programs to reduce the number of vehicle trips associated with employment, school attendance and shopping.
- C-12 Public transit to surrounding communities shall be improved.
- C-13 A ridesharing program shall be established in Buellton to encourage carpooling for trips to other communities.
- C-14 Truck circulation routes shall be as described by Figure 5.
- C-15 Parking and storage for recreational vehicles and boats should be provided so that required off-street parking is available for passenger vehicles.
- C-16 The City shall require the provision of adequate off-street parking in conjunction with all new development. Parking shall be located convenient to new development and shall be easily accessible from the street. The adequacy and appropriateness of parking requirements in the Zoning Ordinance shall be periodically evaluated.
- C-17 No subdivision of vacant property west of Calor Drive to the proposed school site shall be approved until a detailed plan of the local street system for this entire area is approved by the City. Such a plan shall include an extension of Second Street into this area, including its general alignment, connecting the existing residential area to the new school. However, the extension of Second Street does not necessarily need to connect directly to the school site, but may do so indirectly through an intersection with another new road. The City will encourage the affected property owners to coordinate their plans.

Bicycle Circulation

- C-18 A bicycle way should be established around the town as an alternative way to do shopping and other errands, to link principal school routes, and for recreation. Such a trail system shall also provide a link to other routes that lead to the Santa Ynez River and Zaca Creek.
- C-19 The City should complete a continuous network of bike lanes and paths that connect neighborhoods with major activity centers and county bike routes.
- C-20 Bike lanes and paths should be designed and maintained to improve bicycling safety, convenience, and encourage people to use bicycles to commute to work or school.
- C-21 Figure 8 shows the City's bike routes. Bike lanes and paths along these routes should be established when:
- a. The street section is repaved, restriped, or changes are made to its cross-sectional design.
 - b. The street section is being changed as part of a development project.
 - c. The construction of bike lanes or paths is called for by the City's Capital Improvement Plan.
- C-22 New development should provide bike lanes and paths, secure bicycle storage and parking facilities.
- C-23 The City should encourage that bike racks be installed on regional transit vehicles.

Pedestrian Circulation

- C-24 A walking trail should be established around the town as an alternative way to do shopping and other errands, to link principal school routes, and for recreation. Such a trail system shall also provide a link to other routes that lead to the Santa Ynez River and Zaca Creek.
- C-25 The City should complete a continuous network of sidewalks and separated pedestrian paths connecting housing areas with major activity centers and with trails leading into City and county open areas.
- C-26 New development should provide sidewalks and pedestrian paths consistent with applicable State, federal and local plans, programs and standards.
- C-27 Pedestrian crossings at heavily travelled intersections should be made as safe as possible. Crossing controls should be installed when traffic levels warrant.
- C-28 A pedestrian/bicycle crossing of the 101 freeway should be considered as supplement to Highway 246. One possible location is the easterly extension of Second Street to McMurray Road.

Programs

31. The City will prepare a Capital Improvement Plan for circulation improvements consistent with this Element.

Responsible Agency/Department: Planning Department, Public Works Department
 Timeframe: 1993/94
 Funding: Developer fees, General Fund, ISTEA monies and other sources
 Monitoring: Planning Department, Public Works Department

32. The city shall implement the trip reduction measures contained in the Santa Barbara County Air Quality Management Plan.

Responsible Agency/Department: Planning Department, Public Works Department, APCD
 Timeframe: Ongoing
 Funding: Developer fees, General Fund
 Monitoring: Planning Department, Public Works Department, APCD

33. The city shall work with the regional public transit authority, SBCAG and other interested parties to improve public transit between Buellton and surrounding communities.

Responsible Agency/Department: Planning Department, SBCAG, Transit Authority
 Timeframe: 1993
 Funding: Ridership fees, State Highway funds
 Monitoring: Community Development Agency

34. The city will work with SBCAG, APCD and other interested parties to establish a rideshare program for Buellton.

Responsible Agency/Department: Planning Department SBCAG, Transit Authority
 Timeframe: 1993
 Funding: Ridership fees, State Highway funds
 Monitoring: Planning Department

35. New development shall be required to dedicate an easement for a walking/bicycle path as illustrated on Figure 8.

Responsible Agency/Department: Planning Department
 Timeframe: Ongoing
 Funding: Developer dedications
 Monitoring: Planning Department

36. The city may use park in-lieu fees among other sources for designing and installing the walking/bicycle path.

Responsible Agency/Department: Planning Department, Public Works Department
 Timeframe: 1994
 Funding: Developer fees
 Monitoring: Planning Department, Public Works

37. Highway 246 between McMurray Road and the eastern City limits should be widened to four lanes as determined by Caltrans and the City Engineer.

Responsible Agency/Department: Planning Department, Public Works Department
 Timeframe: 1994
 Funding: Developer fees, Measure D funds, other sources
 Monitoring: Planning Department, Public Works Department

38. As new development occurs, the intersection of Industrial Way and Highway 246 should be periodically monitored to evaluate the need for a traffic signal. This intersection will require the installation of a traffic signal upon development of the commercial and industrial uses proposed in this area.

Responsible Agency/Department: Planning Department, Public Works Department
 Timeframe: 1994
 Funding: Developer fees, Measure D funds, other sources
 Monitoring: Planning Department, Public Works Department

39. To maintain the standards described in policy C-9, the City should:

- a. Institute programs that encourage the use of alternate forms of transportation.
- b. Make changes within existing roadways to improve safety and traffic flow, including:
 - Removing on-street parking.
 - Restriping a street including the addition of bike lanes.
 - Synchronizing traffic signals.
 - Installing turn pockets at intersections.
 - Constructing center turn lanes or median islands.
- c. Consider the selective widening of streets to improve safety and efficiency.

Responsible Agency/Department: Planning Department, Public Works Department
 Timeframe: 1994
 Funding: Developer fees, Measure D funds, other sources.
 Monitoring: Planning and Public Works Departments

40. The City will study the possibility of relocating the north-bound US 101 freeway off-ramp at Highway 246 to form a signalized intersection with McMurray Road. Reconfiguration and additional turn lanes would be required to improve this intersection's level of service to accommodate buildout of nearby commercial properties and cumulative traffic volumes.

Responsible Agency/Department: Planning Department, Public Works Department, Caltrans
 Timeframe: 1994
 Funding: Developer fees, Measure D funds, other sources.
 Monitoring: Planning Department, Public Works Department

41. The City will adopt traffic mitigation fees to be charged to new development to help provide roadway improvements necessitated by such development.

Responsible Agency/Department: Planning Department, Public Works Department
 Timeframe: 1994
 Funding: Developer fees
 Monitoring: Planning Department, Public Works Department

42. The City will design intersection improvements for the Highway 246/Avenue of Flags intersection. This intersection would require reconfiguration and/or traffic signal installation to provide an acceptable level of service. Among the alternatives to be considered will be a "roundabout".

Responsible Agency/Department: Planning Department, Public Works Department, Caltrans
 Timeframe: 1994
 Funding: Developer fees, ISTEA, Measure "D" and others
 Monitoring: Planning Department, Public Works Department

43. The two-lane segment of McMurray Road between Highway 246 and Damasa Road should be widened as necessary as determined by Caltrans and the City Engineer. To the extent feasible, widening should occur within the existing right-of-way.

Responsible Agency/Department: Planning Department, Public Works Department, Caltrans
 Timeframe: As needed
 Funding: Developer fees, Measure "D" and other sources
 Monitoring: Planning Department, Public Works Department

44. The City of Buellton should work with the City of Solvang and Caltrans to resolve future and existing traffic congestion concerns along the existing two-lane segment of Highway 246 extending east from the Buellton city limits to the City of Solvang. The cities and Caltrans should study the feasibility of a four-lane segment through this area and/or a secondary bypass. Both cities should explore funding options for their share of future improvements for this segment.

Responsible Agency/Department: Planning Department, Public Works Department, Caltrans
 Timeframe: As needed
 Funding: Developer fees, Measure "D," other sources
 Monitoring: Planning Department, Public Works Department

45. The Damasa Road interchange between McMurray Road and Avenue of Flags should be improved to accommodate projected traffic flows at buildout as determined by Caltrans and the City Engineer. Interchange improvements should consider intersection operations (and possible improvements) at the Damasa Road/Avenue of Flags intersection and the Damasa Road/McMurray Road intersections.

Responsible Agency/Department: Planning Department, Public Works Department, Caltrans
 Timeframe: As needed
 Funding: Developer fees, Measure "D," other sources
 Monitoring: Planning Department, Public Works Department

46. Consistent with APCD standards, the City shall require new development to utilize the Best Available Control Technology (BACT) for all new emission sources. Implementation of these

control technologies shall be applied through the review of new development projects and through the Air Pollution Control District's permitting and environmental review process.

Responsible Agency/Department: Planning Department, APCD
 Timeframe: 1994
 Funding: Permit and subdivision application fees
 Monitoring: Planning Department, APCD

47. To reduce air quality impacts associated with construction activities, the City shall revise its zoning and/or grading ordinance to require the following conditions for project approval:

- a. Water the site and the equipment in the morning and afternoon.
- b. Spread soil binders on the site, unpaved roads and parking areas.
- c. Re-establish ground-cover on the construction site.
- d. Wash trucks leaving the site.
- e. Properly tune and maintain all equipment.
- f. Use low-sulfur fuel for equipment.
- g. Provide rideshare and transit incentives to construction workers.
- h. Configure construction parking to minimize conflicts with street traffic.
- i. Minimize obstruction of through-traffic lanes.
- j. Schedule operations affecting major roadways for off-peak hours.

Responsible Agency/Department: Planning Department
 Timeframe: 1994
 Funding: General fund
 Monitoring: Planning Department

48. The City shall work with APCD to reduce mobile source emissions from new development. The City shall require new commercial and industrial development to (as applicable):

- a. Submit detailed plans for an APCD approved trip reduction plan. Such a plan shall include targets for an increase in average vehicle ridership for employees, and incentives for carpooling, transit ridership for employees, and incentives for carpooling, transit ridership, and bicycling.
- b. Provide worker/customer transit incentives. Such incentives may include reduced work hours to coincide with transit schedules, employer-provided bus passes, and direct monetary compensation for transit ridership.
- c. Accommodate local shuttle and regional transit systems.
- d. Provide transit shelters.
- e. Provide secure storage lockers for bicycles at a ratio of one locker per ten employees.
- f. Install energy-efficient heating and cooling systems.
- g. Install energy-efficient lighting and signage.
- h. Establish a park-and-ride lot consisting of twenty spaces, consistent with the requirements of Caltrans.

- i. Include landscaping in parking lots which incorporates canopy trees to shade parked cars and reduce fuel evaporation from parked cars.

Responsible Agency/Department: Planning Department
Timeframe: 1994, and ongoing
Funding: Permit and subdivision fees
Monitoring: Planning Department

Public Services Goals, Policies And Programs

Goals

1. To provide the level of public services desired by the residents at an equitable cost.
2. To insure the provision of public services keeps pace with new development.

Policies

- S-1 The City will cooperate with the school district to plan new schools and support facilities. Such cooperation will include but not be limited to notifying the service providers of subdivision applications and other development proposals. The City will require the payment of fees and other mitigations in accordance with State law.
- S-2 When deemed appropriate by the City, fiscal impact analyses may be required to determine possible fiscal effects on the City and other affected public agencies; the studies may be used to formulate conditions of approval for new projects, if deemed appropriate.
- S-3 New development should not be allowed until adequate public services and facilities to serve such development are provided.
- S-4 New development shall pay its fair share to provide additional facilities and services needed to serve such development.
- S-5 All new development shall connect to City water and sewer systems.
- S-6 Gravity flow for sewer and water service shall be employed wherever feasible.
- S-7 Public facilities, such as wells, pumps, tanks, and yards shall be located and designed so that noise, light, odors, and appearances do not significantly affect nearby land uses.
- S-8 User fees will be charged to recover the costs of City-provided services, except when administration of such fees makes them not cost effective, or fees are waived or reduced to explicitly promote some other public benefit.
- S-9 The City will enforce the applicable provisions of the Santa Barbara County Hazardous Waste Management Plan and all other applicable State, federal and local regulations dealing with the use, storage, disposal and transportation of hazardous materials.
- S-10 Engineered drainage plans may be required for development projects which (a) involve greater than five acres, and (b) incorporate construction or industrial activities or have paved surfaces which may affect the quality of stormwater runoff. Engineered drainage plans shall incorporate a collection and treatment system for stormwater runoff consistent with applicable federal and State laws.

Programs

49. The City will develop master plans for sewer, water, and storm drainage.

Responsible Agency/Department: Public Works Department
Timeframe: 1993
Funding: General fund, developer fees
Monitoring: Public Works Department

50. The city will adopt and update annually a capital improvement program for sewer, water, drainage, fire, police and other facilities. Such CIP shall indicate capital projects, estimated costs, time frames, responsible agencies or departments, and possible funding sources.

Responsible Agency/Department: Public Works Department
Timeframe: 1993
Funding: General fund, developer fees
Monitoring: Public Works Department

51. The City shall continue and update as necessary police and fire protection service standards to help ensure that adequate service levels are maintained.

Responsible Agency/Department: Administration, Sheriff
Timeframe: 1994
Funding: General fund
Monitoring: Administration

52. The City will adopt development impact fees to offset the cost of needed public facilities and services generated by new development.

Responsible Agency/Department: Public Works Department
Timeframe: 1993
Funding: General fund, developer fees
Monitoring: Public Works Department

53. The City will explore strategies for funding to expand the library and hours of operation.

Responsible Agency/Department: Administration
Timeframe: 1993
Funding: General fund
Monitoring: Administration

54. The City will work with the Santa Barbara County Council of Governments to expand solid waste disposal capacity.

Responsible Agency/Department: Planning Department
Timeframe: 1993
Funding: General fund
Monitoring: Planning Department

55. Drainage improvements carrying storm flows along Highway 101 to the Santa Ynez River should be considered to provide adequate drainage as determined necessary by Caltrans and the City Engineer.

Responsible Agency/Department: Public Works Department
 Timeframe: 1994
 Funding: To be determined
 Monitoring: Public Works Department

Parks and Recreation Goals, Policies and Programs

Goal

1. To provide parkland and recreation programs to meet the needs of all residents of the community.

Policies

- PS-1 Neighborhood parks should be incorporated into plans for development on the east and west sides of the 101 freeway.
- PS-2 The City should develop a public swimming pool in conjunction with the Buellton Union School District.
- PS-3 A community center should be developed within the City of Buellton.
- PS-4 New development shall be charged an impact fee, in addition to any applicable parkland in lieu fee or parkland dedication, to offset its proportional share of the cost of a new community center.
- PS-5 The city will use parkland in lieu fees ("Quimby" fees) collected from new development for the acquisition design and construction of new parks and pedestrian/bicycle trails, and toward a new community center. The city will investigate the possibility of joint development, use and maintenance of the community center with the Buellton Unified School District and/or Valley Recreation Programs.
- PS-6 In the case of the park site adjacent to the new school, the precise location, size and configuration shall be determined after considering the site plan for the school and the recreation-related facilities which may be included in a "joint-use" agreement. If the park sites are dedicated to the City, the allowed residential density on the affected properties shall be computed based on gross acreage (that is, including the parkland dedication area). In such cases where parkland is being dedicated, park fees which would otherwise be charged to the new development shall be waived.
- PS-7 Recreation programs for persons of all age groups should be expanded in Buellton.
- PS-8 A river park should be considered along the Santa Ynez River floodplain.
- PS-9 The City will support the development of private recreation programs and facilities, especially for youths, and shall allow such uses in commercial and industrial zones.
- PS-10 The City will explore the possibility of using school facilities for community recreation programs, with the cooperation of the school district.

PS-11 The City should strive to achieve a ratio of five acres of parkland per 1000 residents.

PS-12 Land dedicated or otherwise acquired for park development shall be suitable in size, shape, and topography, and free of unacceptable hazards in accordance with the City's Parks and Recreation Master Plan.

Programs

56. The city will develop a parkland in-lieu fee and/or a parks and recreation impact fee and use the fees to help install the facilities described in this plan.

Responsible Agency/Department: Planning Department, Public Works, City Engineer
 Timeframe: 1994
 Funding: General fund; in lieu fees
 Monitoring: Public Works Department

57. The city will review the long term use of city owned land and will consider using such land for a community center and/or for low income housing. Included in such consideration will be the possibility of exchanging vacant or underutilized city land in locations not suitable for these uses for other parcels which may be more appropriate for such uses.

Responsible Agency/Department: Planning Department
 Timeframe: 1994
 Funding: General fund
 Monitoring: Planning Department

58. The City will prepare a master plan for parks and recreation facilities. The master plan should include but not be limited to the following:

- a. A funding, budgeting and capital improvement program to provide, expand, maintain and operate the parks and recreation facilities and programs in Buellton;
- b. Criteria for selecting park sites;
- c. Specific plans for recreational facilities to be included in parks;
- d. A program for the development and implementation of recreation programs to meet the present and future needs of Buellton residents of all ages; and
- e. A plan for infrastructure improvements necessary to accommodate needed park facilities
- f. Maintenance and operations plans for park and recreational facilities and programs which may include a "joint use" agreement with the Buellton Union School District.

Responsible Agency/Department: Administration, Planning and Public Works
 Timeframe: 1994
 Funding: General fund, fees
 Monitoring: Administration

Open Space/Conservation Goals, Policies and Programs

Goals

1. To protect the town's natural, cultural, visual and historical resources.
2. To provide open space, agricultural, and rural lands that meet the needs of present and future City populations.
3. To protect resources (such as creeks, sensitive habitat, and agriculture), and be sensitive to the factors which allow these resources to remain viable.
4. To provide a "greenbelt" or open spaces around the City's perimeter to: (a) define the urban limit of Buellton, (b) provide a physical separation between urban communities, (c) protect important agricultural areas from urban uses and maintain agriculture as an economically viable activity, (d) maintain the area's scenic beauty, and (e) protect the community's quality of life.
5. To provide for passive recreation on areas kept open (such as along the river) where such low intensity uses will not damage the resources that are being protected.
6. To provide continuing community education that underscores the value of the area's cultural, scenic, and natural resources.

Policies

Mineral Resources

- C/OS-1 The City should prohibit commercial mining operations within the City due to environmental and aesthetic concerns, as well as neighborhood compatibility issues associated with urban uses adjacent to mining operations.
- C/OS-2 The City should encourage Santa Barbara County to require mining operations to:
- a. Provide a buffer between existing or likely adjacent uses and the mining operation to minimize incompatibility with other nearby uses, and environmental and aesthetic impacts associated with that mining operation.
 - b. Require reclamation plans to mitigate environmental impacts and incorporate an adequate security to guarantee proposed reclamation.
 - c. Minimize impacts to local residents and City roadways.
- C/OS-3 The City and County should discourage urban uses adjacent to mining if such uses would be incompatible with mining operations, or would restrict future extraction of significant mineral resources.

Agricultural Lands

- C/OS-4 The City should encourage Santa Barbara County to:
- a. As a first priority maintain agricultural lands for agricultural uses, and require urban uses to locate within the City;

- b. Maintain agricultural land use designations on agricultural lands, and agricultural lands in the County's agricultural preserve program; and
 - c. Protect agricultural lands from new highways and other similar projects that would favor or encourage urban uses or divide viable agricultural land.
- C/OS-5 The City should encourage Santa Barbara County to require public and private development to:
- a. Locate urban uses within the City;
 - b. - Maintain large parcel agricultural zoning and prohibit the subdivision of agricultural lands to smaller lots unless such development: (1) is part of a cluster project, (2) the project will not conflict with adjacent agricultural operations; (3) will not hamper or discourage long-term agricultural operations either onsite or on adjacent agricultural lands; and (4) will not individually or cumulatively impact adjacent agriculture; and
 - c. Incorporate design, construction, and maintenance techniques that protect agriculture and minimize conflicts with adjacent uses.
- C/OS-6 The City shall allow and encourage activities that support local agriculture, such as the farmer's market and other special events.
- C/OS-7 The City should support the County's right-to-farm ordinance and other efforts to mitigate potential impacts caused by urban development located contiguous to county agricultural lands. These additional measures may include establishing a buffer on land to be developed between new urban development and surrounding agricultural lands.

Scenic Resources

- C/OS-8 The City shall require new public or private development to protect scenic resources by:
- a. Prohibiting structures along ridgelines, steep slopes, or in other highly visible locations unless no practical alternative is available, or such a location is necessary to protect public health and safety;
 - b. Utilizing natural landforms and vegetation for screening structures, access roads, building foundations, and cut and fill slopes;
 - c. Requiring landscaping which provides a landscape transition between developed areas and adjacent open space or undeveloped areas; and is compatible with the scenic resource being protected;
 - d. Incorporating sound Soil Conservation Service practices and minimizing land alterations. Land alterations should be minimized by: keeping cuts and fills to a minimum; limiting grading to the smallest practical area of land; limiting land exposure to the shortest practical amount of time; replanting graded areas to insure establishment of plant cover before the next rainy season; and creating grading contours that blend with the natural contours on site or look like contours that would naturally occur;

- e. Designing roads, parking, and utilities to minimize visual impacts. If possible, utilities should be underground. Roadways and parking should fit the natural terrain; and
- f. Designing projects to fit the site's scale and character. Structures should be designed and located so: they do not silhouette against ridgelines, or hilltops; roof lines and vertical architectural features blend with and do not detract from the natural background or ridge outline; residential density and massing is decreased with increased elevation where it would mar the scenic quality of the scenic resource; they fit the natural terrain, and they utilize building materials, colors, and textures that blend with the natural landscape and avoid the creation of high-contrast situations.

Hillside Protection

C/OS-9 The City should require public or private development to:

- a. Locate structures, accessory structures, paving, and grading at the base of a hill (generally that area below 15 percent slope) unless: (1) no practicable alternative is available, (2) the location on a greater slope or at a greater elevation provides more aesthetic quality, or (3) the location is necessary to protect public health and safety.
- b. Utilize design, construction, and maintenance techniques that: (1) preserve and enhance the hillsides; (2) ensure that development near or on portions of a hill do not cause, or make worse natural hazards (such as erosion, sedimentation, fire, or water quality concerns); (3) include erosion and sediment control practices including temporary vegetation sufficient to stabilize disturbed areas; (4) minimize risk to life and property from slope failure, landslides, and flooding; (5) maintain the character and visual quality of the adjacent hillside.
- c. Incorporate recreation and public access on or near hillsides consistent with this Element.

Plant, Animal and Related Habitat Protection

The following policies apply to Petersen Creek, Zaca Creek Thumbelina Creek and the Santa Ynez River.

C/OS-10 The City shall support state and federal laws and policies to preserve populations of rare, threatened, and endangered species by ensuring development does not adversely affect such species or by fully mitigating adverse effects.

C/OS-11 The City shall:

- a. As a first priority, preserve creeks and their corridors as open space, and, where feasible and where protection or restoration does not interfere with good flood control practices, maintain or restore riparian habitat to protect the community's water quality, wildlife diversity, aesthetic values, and recreation opportunities.
- b. Protect riparian vegetation and restore degraded creeks on lands the City owns or develops (where protection or restoration does not interfere with good flood control practices).

- c. At select locations provide public interpretative services on City owned or managed property that contains creek resources to increase public knowledge and appreciation of such resources.
- d. Only allow creek alterations if no practicable alternative is available, or to protect public health and safety. If alterations are allowed the proposed project should utilize natural creek alterations as a first priority (i.e., stabilization methods which maintain an earthen channel and provide additional riparian vegetation). A second priority would be the utilization of gabions, rocks, and other bank stabilization methods which allow plantings (both trees and shrubs) within the bank protection. The second priority should only be utilized if the first priority is not feasible. A third priority would be hard bank protection which does not allow for plantings (such as solid walls). The third priority should only be utilized if the second priority is not feasible. Notwithstanding the above priorities, the Planning Commission or City Council may allow other alterations to creeks to allow reasonable development of property to achieve other goals, policies and programs of the General Plan.
- e. Require public or private development to locate development outside a creek corridor and creek setback area except in the following cases: (1) no practicable alternative is available; (2) the proposed location is necessary to protect public health and safety; (3) the location is necessary for the repair of roads, bridges, trails, or similar infrastructure; or (4) the location is necessary for the construction of new roads, bridges, trails, or similar infrastructure where the Community Development Director determines the project has minimized environmental impacts through project design and infrastructure placement.

C/OS-12 In the case a project proposes to encroach into a creek corridor or creek setback, the City may require public and private development to: (1) replace riparian vegetation, (2) restore another section of creek, and/or (3) pay a mitigation fee for restoration elsewhere.

C/OS-13 In the case that creek protection is required or proposed, the City should require public and private development to:

- a. Preserve creek corridors and creek setback areas through easements or dedications. Parcel lines (in the case of a subdivision) or easements (in the case of a subdivision or other development) shall be located to optimize resource protection. If a creek is proposed within an open space parcel or easement, allowed uses and maintenance responsibilities within that parcel or easement should be clearly defined and conditioned prior to map or project approval.
- b. Designate such easement or dedication areas (as enumerated in a above) as open space.
- c. Enhance creek corridors and their habitat value by: (1) providing an adequate creek setback, (2) maintaining creek corridors in an essentially natural state, (3) employing creek restoration techniques where restoration is needed to achieve a natural creek corridor, (4) utilizing riparian vegetation within creek corridors, and where possible, within creek setback areas, (5) prohibiting the planting of invasive, non-native plants (such as vinca major and eucalyptus) within creek corridors or creek setbacks, and (6) avoiding tree removals within creek corridors.

- d. Provide recreation and public access near creeks consistent with this Element.
- e. Utilize design, construction, and maintenance techniques that:
 - 1. Ensure that development near a creek will not cause, or make worse, natural hazards (such as erosion, sedimentation, flooding, or water pollution);
 - 2. Include erosion and sediment control practices such as: (1) turbidity screens and other management practices. These methods shall be used as necessary to minimize siltation, sedimentation, and erosion. Such erosion and sediment controls shall be left in place until disturbed areas are stabilized with permanent vegetation that will prevent the transport of sediment off site, and (2) temporary vegetation sufficient to stabilize disturbed areas; and

Air Quality

- C/OS-14 The City will encourage the improvement of air quality in Buellton and in the region by implementing the measures described in the Santa Barbara County Air Quality Management Plan. Such measures include, but are not limited to, measures to reduce dependence on the automobile and encourage the use of alternate modes of transportation such as buses, bicycles and walking.
- C/OS-15 The City shall, to the extent practicable, separate sensitive land uses from significant sources of air pollution.

Tree Preservation

- C/OS-16 When considering the approval of activities that result in the removal of mature trees, the following factors shall be considered:
- a. The size, age, health and species of tree(s) to be removed.
 - b. Whether or not the removal of the tree(s) is necessary for the reasonable development and use of the site.
 - c. Whether the tree(s) to be removed is (are) a native or introduced species.
- C/OS-17 When mature trees are removed to accommodate new development, they shall be replaced at a ratio of at least two new trees for every one tree removed, or such additional number and size of trees as considered appropriate by the reviewing body at the time of approval of such development.
- C/OS-18 Landscaping plans for new development shall employ native varieties of plants that are drought tolerant.
- C/OS-19 The City will continue to trim and maintain trees within the public rights-of-way and public drainage channels to insure continued vigor and to protect public health and safety. The City will encourage the continued maintenance of trees on private property and, where necessary, may require trees to be trimmed or other maintenance when necessary to protect the public health and safety.

Archaeological and Cultural Resources

- C/OS-20 If development of a site uncovers cultural resources, the recommendations of Appendix K, of the *Guidelines for Implementation of the California Environmental Quality Act* (Sections 15000 et seq. of the California Code of Regulations) shall be followed for identification, documentation and preservation of the resource.
- C/OS-21 The City shall document and record data or information relevant to prehistoric and historic cultural resources which may be impacted by proposed development. The accumulation of such data shall act as a tool to assist decision-makers in determinations of the potential development effects to prehistoric and historical resources located within the City.

Programs

59. The City shall utilize the CEQA process to identify and avoid to reduce the potentially significant adverse air quality impacts of new development.

Responsible Agency/Department: Planning Department, APCD
 Timeframe: 1994
 Funding: General fund, developer fees
 Monitoring: Planning Department

60. The City will adopt a creek preservation and management ordinance to be incorporated into the zoning ordinance.

Responsible Agency/Department: Planning Department
 Timeframe: 1994
 Funding: General fund, developer fees
 Monitoring: Planning Department

61. The City will amend the zoning ordinance to incorporate the standards contained in the Open Space Element, and to prohibit sand and gravel mining within the City.

Responsible Agency/Department: Planning Department
 Timeframe: 1994
 Funding: General fund
 Monitoring: Planning Department

62. The city should amend the zoning ordinance to include the following or similar language:

The demolition or remodel of buildings considered to be of historic, cultural or architectural significance should not occur unless the following findings can be made:

Remodel or Alteration

The proposed remodel or alteration does not adversely affect the historic, cultural or architectural significance of the building or site.

Demolition

The demolition of the building does not adversely affect the historic, cultural or architectural character of the City of Buellton, or the building presents a clear hazard to occupants or to the public, which can not be feasibly corrected through restoration.

Responsible Agency/Department: Planning Department
Timeframe: 1993
Funding: General fund
Monitoring: Planning Department

Hazards Goals, Policies and Programs**Goal**

1. To protect the lives and property of the residents of Buellton from unnecessary risk due to flooding, earthquakes, and other natural and human-made hazards.

Policies

- HZ-1 New development (habitable structures including commercial and industrial buildings) shall be set back at least 200 feet from the bank of the Santa Ynez River. A lesser setback may be allowed if a hydro-geologic study by a professional can certify that a lesser setback will provide an adequate margin of safety from erosion and flooding, to the satisfaction of the City Engineer, and a lesser setback will not adversely impact sensitive riparian corridors or associated plant and animal habitats.
- HZ-2 New development shall generally be set back at least 20 feet from the top of bank of Zaca Creek and Thumbelina Creek, except where culverted.
- HZ-3 New development in flood prone areas shall be subject to the requirements of the Federal Emergency Management Agency.
- HZ-4 All new development shall satisfy the requirements of the Uniform Building Code regarding seismic safety.
- HZ-5 Where liquefaction or other hazards are likely, geologic studies shall be required as a condition of project approval for new development in such places. Such places include areas near the Santa Ynez River.
- HZ-6 New development shall provide fire flow, emergency access and hydrants consistent with Fire Department requirements.
- HZ-7 The City will continue to participate in the Emergency Preparedness Program.
- HZ-8 The City shall maintain mutual aid agreements with County and other jurisdictions for assistance in emergencies.
- HZ-9 The City will encourage site planning which helps reduce crime potential through appropriate lighting, access, ease of surveillance, and other features such as alarms and security systems as may be required by the police department.

Programs

63. The City will amend the zoning ordinance to require new development to maintain a minimum 200 foot setback from the banks of the Santa Ynez River, and a minimum 20 foot setback from Zaca and Thumbelina Creek, except where a hydro-geologic study prepared by a qualified professional certifies that a lesser setback will provide an adequate margin of safety from erosion and flooding, to the satisfaction of the City Engineer.

Responsible Agency/Department: Planning Department
 Timeframe: 1994
 Funding: General fund
 Monitoring: Planning Department

64. The City will continue to participate in the National Flood Insurance Program.

Responsible Agency/Department: Planning Department
 Timeframe: 1994
 Funding: General fund
 Monitoring: Planning Department

65. The City will review and update the Subdivision Ordinance and Grading Ordinance to reflect the policies of the General Plan.

Responsible Agency/Department: Planning Department, Engineering Department
 Timeframe: 1994
 Funding: General fund
 Monitoring: Planning Department, Engineering Department

Noise Goals, Policies and Programs

Goal

1. To preserve the rural setting of the City and protect citizens from exposure to excessive levels of noise.

Policies

- N-1 Noise/land use compatibility shall be as determined by Figure 13. In general, areas within Buellton shall be considered impacted by noise if exposed to noise levels on the exterior of a building that exceeds 65 dB, and on the interior of a building exceeding 45 da. New development producing noise levels that exceed 65 dB will not be permitted in areas containing residential or other noise sensitive land uses.
- N-2 New residential development should maintain appropriate setbacks from Highways 246 and 101 that include landscaping, berms and sound mitigation walls, as generally illustrated by Figure 3.
- N-3 New residential development shall comply with the State Noise Insulation Standards.
- N-4 New commercial and industrial development should incorporate design elements to minimize the noise impact on surrounding residential neighborhoods.

Programs

66. The City will enforce the standards contained in the Noise Element.

Responsible Agency/Department: Planning Department, Police Department Building
Department
Timeframe: Ongoing
Funding: General fund
Monitoring: Planning Department

67. The City will adopt development guidelines and setback requirements as part of the zoning ordinance that include design standards for sound mitigation.

Responsible Agency/Department: Planning Department
Timeframe: 1994/95
Funding: General fund
Monitoring: Planning Department

Implementation Goals, Policies and Programs

Goal

1. To provide for the ongoing administration and implementation of the General Plan.

Policies

- I-1 The City shall periodically review and update the General Plan when necessary to meet the changing needs of the community.
- I-2 In accordance with State law, the General Plan shall be amended no more than four times per year. Each amendment may include more than one change to the Plan.
- I-3 The City shall review and amend as necessary the Zoning Ordinance, Subdivision Ordinance and other applicable development regulations to ensure continued consistency with the General Plan.

Programs

68. The Planning Commission shall review the General Plan annually and report to the City Council on actions undertaken to carry out the implementation programs of the Plan. The Commission's report shall include, as the Commission deems appropriate, recommendations for amendments to the General Plan. This review shall also be used to satisfy the requirements of Public Resources Code Section 21081.6 (CEQA) that requires a mitigation monitoring program.

Responsible Agency/Department: Planning, Police and Building Departments
Timeframe: Ongoing
Funding: General fund
Monitoring: Planning Department

69. The City shall review and amend as necessary the Zoning Ordinance, Subdivision Ordinance and other applicable development regulations to ensure continued consistency with the General Plan.

Responsible Agency/Department: Planning, Police and Building Departments

Timeframe: Ongoing

Funding: General fund

Monitoring: Planning Department

BUELLTON GENERAL PLAN

FIGURE 1
City of Buellton
Planning Area

LEGEND

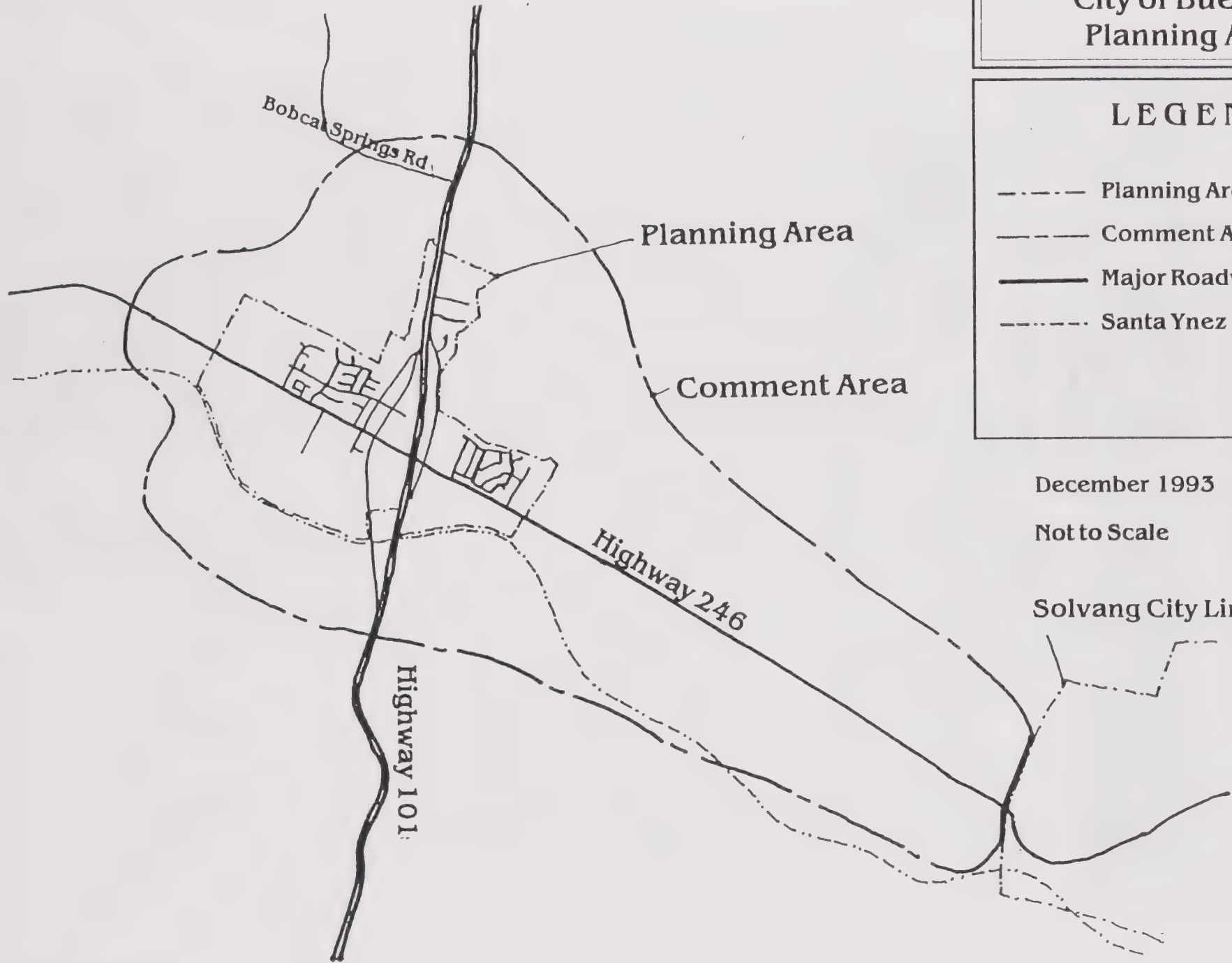
- Planning Area
- Comment Area
- Major Roadways
- - - - - Santa Ynez River

December 1993

Not to Scale



Solvang City Limits



III. Community Development

The Community Development chapter of the General Plan establishes goals, policies and programs to guide the growth and development of the city. The Community Development chapter must work in concert with the other elements of the General Plan to determine the location, rate, and timing of growth; to plan for the development of new housing, public facilities and services, and, to identify areas of the town where human activities should be limited because of sensitive environmental characteristics and natural or human-caused hazards.

The Community Development chapter is divided into six sections:

- Land Use
- Economic Development
- Housing
- Circulation
- Public Services
- Parks and Recreation

A. Land Use Element

Introduction

The Land Use Element of the General Plan determines the locations within the City where residential, commercial, and industrial land uses may occur at present and in the future. The Land Use Element also works with the other elements of the Plan to determine the location, rate and timing of growth.

Land Use Element Map

Figure 2 is the Land Use Element Map for the City of Buellton. The Land Use Map depicts proposed land uses for the City. The boundary lines between land use designations have been drawn as specifically as possible, and generally follow property lines. When questions arise regarding the Land Use Designation for a particular parcel of land, the map should be interpreted by the Planning Commission.

The Land Use Element Map assigns a land use designation to all property within the City, both public and private. The Land Use designations illustrated on Figure 2 are described below.

Low Density Residential (LR)

The Low Density residential designation is applied to lands intended for single family detached and attached homes, secondary residential units, public and quasi-public uses, and similar compatible uses. Residential densities shall be in the range of 3-6 units per acre, except in areas where topography or other conditions warrant even lower densities. The possible range of low density residential products includes custom dwellings, tract homes and planned development projects that allow for design flexibility and innovation.

Medium Density Residential (MDR)

The Medium Density Residential designation is intended to accommodate both attached and detached single family residential development, including mobile homes, duplexes, condominiums and planned development projects. Residential densities shall be in the range of 4-8 units per acre.

Multi-Family Residential (MFR)

This designation provides for single and multi-family residential units, public and quasi-public uses, and similar compatible uses. Residential densities shall be in the range of 9 to 16 units per gross acre.

Neighborhood Commercial (NC)

The Neighborhood Commercial designation is intended to provide retail sales and personal services primarily for the convenience of surrounding residential areas, and secondarily to provide shopping opportunities for the City as a whole. More specifically, this designation is intended to accommodate the development of retail centers that include a grocery store, drug store and ancillary uses such as a laundromat, barber, and video rental store, provided, however, that the size of individual businesses or tenant spaces shall not exceed 5,000 square feet in floor area. In addition, this designation allows public and quasi-public

uses and similar compatible land uses. The Land Use Map designates one site for Neighborhood Commercial use on the south side of Highway 246 west of Calor Drive.

General Commercial (GC)

This designation is applied to lands intended to accommodate the widest range of commercial, retail, wholesale and office uses, as well as similar compatible uses. This designation also allows for the development of residences in conjunction with commercial uses at a maximum density of ten dwellings per gross acre, as determined by the Planning Commission; no more than 100 such units may be constructed in conjunction with commercial development.

The General Commercial designation has been applied to the existing commercial core of the City along Highway 246 and Avenue of Flags, as well as to the large undeveloped parcels on the east side of the 101 Freeway. Parcels along Avenue of Flags that were previously designated Highway Commercial are now designated General Commercial, in addition to a large parcel on the north end of the City which was previously designated SC, Shopping Center. The General Commercial designation may also accommodate motels, restaurants and similar businesses oriented toward tourists.

Service Commercial (SC)

This designation is intended for heavier commercial and/or light industrial uses that often need large lots and buildings, but would be inappropriate for either the General Commercial or Light Industrial land use designations. Such uses would include furniture stores, new or used car sales, farm and ranch supply stores, and hardware/lumber stores as well as food processing and manufacturing which does not generate a lot of noise or waste. This designation has been applied to the parcels fronting Thomas Road at the intersection of McMurray Road.

Industrial (I)

The Industrial designation provides for light manufacturing, warehousing, trucking and similar and compatible uses. This designation is applied to parcels along Industrial Way south of Highway 246, and Easy Street and Commerce Drive east of McMurray Road.

Public/Quasi-Public (P)

This designation provides for government owned facilities, schools and quasi-public uses such as churches and meeting halls. This designation is applied throughout the City on City-owned land, schools, churches and other public or quasi-public lands.

Open Space/Parks and Recreation (OS)

This designation will be applied to public and private open space and parkland within the City. Open space includes areas subject to hazards such as flooding and steep slopes, as well as areas to be preserved for their visual, biological and/or recreational value.

Table 1 GENERAL PLAN LAND USE DESIGNATIONS (acres)		
Land Use	1993 Zoning	General Plan
Single Family Residential	255	240
Medium Density Residential	--	83
Multi-family Residential	19	26
Commercial ^a	170	260
Industrial	91	119
Agriculture	297	0
Open Space & Recreation	22	84
Public	11	53
Streets	161	161
TOTAL	1,026	1,026

Notes:

- a. All commercial uses are combined.

Land Use Issues

- *As the City continues to grow, the rural character of Buellton must be protected.*

Perhaps the most common theme expressed by residents participating in the General Plan workshops was the desire to retain the rural, small-town character of Buellton. For this reason, a primary focus of the General Plan is the protection of Buellton's rural character and quality of life.

- *There is sufficient land within the City limits to accommodate the expected commercial, industrial and residential needs of the City for the next several years.*

The city limits adopted through Buellton's incorporation include a substantial amount of undeveloped land. These parcels comprise the majority of the remaining development potential within the city. The General Plan designates these parcels for a wide range of land uses that include additional residential development, as well as neighborhood-serving commercial, and general commercial uses. A new middle school and park are designated on the north side of Highway 246, surrounded by residential land. Other undeveloped or underdeveloped parcels are designated for commercial and government office use along Highway 246 in the vicinity of City Hall.

Based on historic development rates in Buellton, the remaining development potential represented by these vacant parcels would be sufficient to accommodate the demand for commercial, residential and office development for the next 10 or more years. For this reason, the general plan land use map, Figure 2, does not designate additional lands for urban

development beyond the existing city limits at this time. Policy L-7. describes the circumstances under which further annexations to the city may be considered. This policy states that such annexations may occur when 1) a substantial portion of the development capacity within the existing city limits is exhausted, 2) a substantial public benefit may be realized through the annexation, such as the dedication of open space or the protection of sensitive resources such as creeks, or 3) a special type of use is proposed that cannot practically be accommodated on lands within the current city limits.

- *The community wants more and better shopping opportunities.*

In response to the growing need for a high-speed highway connecting northern and southern California, US 101 was realigned in the 1960's to its present location between Avenue of Flags and McMurray Road. Prior to its relocation, regional north-south traffic passed through Buellton on Avenue of Flags. The highway brought travellers to Buellton who purchased gasoline, lodging and other goods and services from the businesses that quickly sprang up along the Avenue and along State Highway 246.

Buellton remains a significant highway service center. Commercial land near the 101 freeway and Highway 246 is used for restaurants, overnight lodging (motels and trailer parks), service stations and similar visitor-serving businesses. These uses benefit the local economy by providing jobs and tax revenue.

During the public participation process that led to the preparation of the General Plan, the community expressed a desire for more commercial uses to better serve the needs of local residents. Such uses include, but are not limited to, additional grocery stores and a pharmacy, and comparison retail shops for clothing and other items. To respond to these needs, the general plan designates the large undeveloped parcels east of the 101 freeway and bordering McMurray Road on the north and south sides of Highway 246 for additional commercial development. A ten acre site along Highway 246 on the west side of town has been designated for neighborhood-serving commercial development.

The area along Avenue of Flags has also been designated for general commercial use. This area could be developed with a major retail outlet center or some other large-scale commercial development. An 18 acre site at the north end of the city on Jonata Park Road has been designated for general commercial development. This would be an appropriate location for large-scale commercial development, such as a factory outlet center.

- *The Avenue of Flags area needs to be revitalized.*

Buellton lacks a well-defined "downtown" to serve as the focal point of business, cultural and government activities. The Avenue of Flags area has served as the community's gathering place, and the traditional focus of commercial and cultural activities. The wide, grassy medians down the middle of the Avenue provide a sense of identity for the community. The medians are an aesthetic asset to the community, but result in inefficient circulation.

The commercial core of the city is bisected by Avenue of Flags and Highway 246 near the 101 freeway. Many of the properties in this area are underutilized; most of the businesses are small and diverse, ranging from small motels and restaurants, to shops catering to the needs of visitors and local residents. Overall, the area lacks the unifying elements necessary to attract businesses and shoppers, and to enable full utilization of the city's commercial land.

BUELLTON GENERAL PLAN

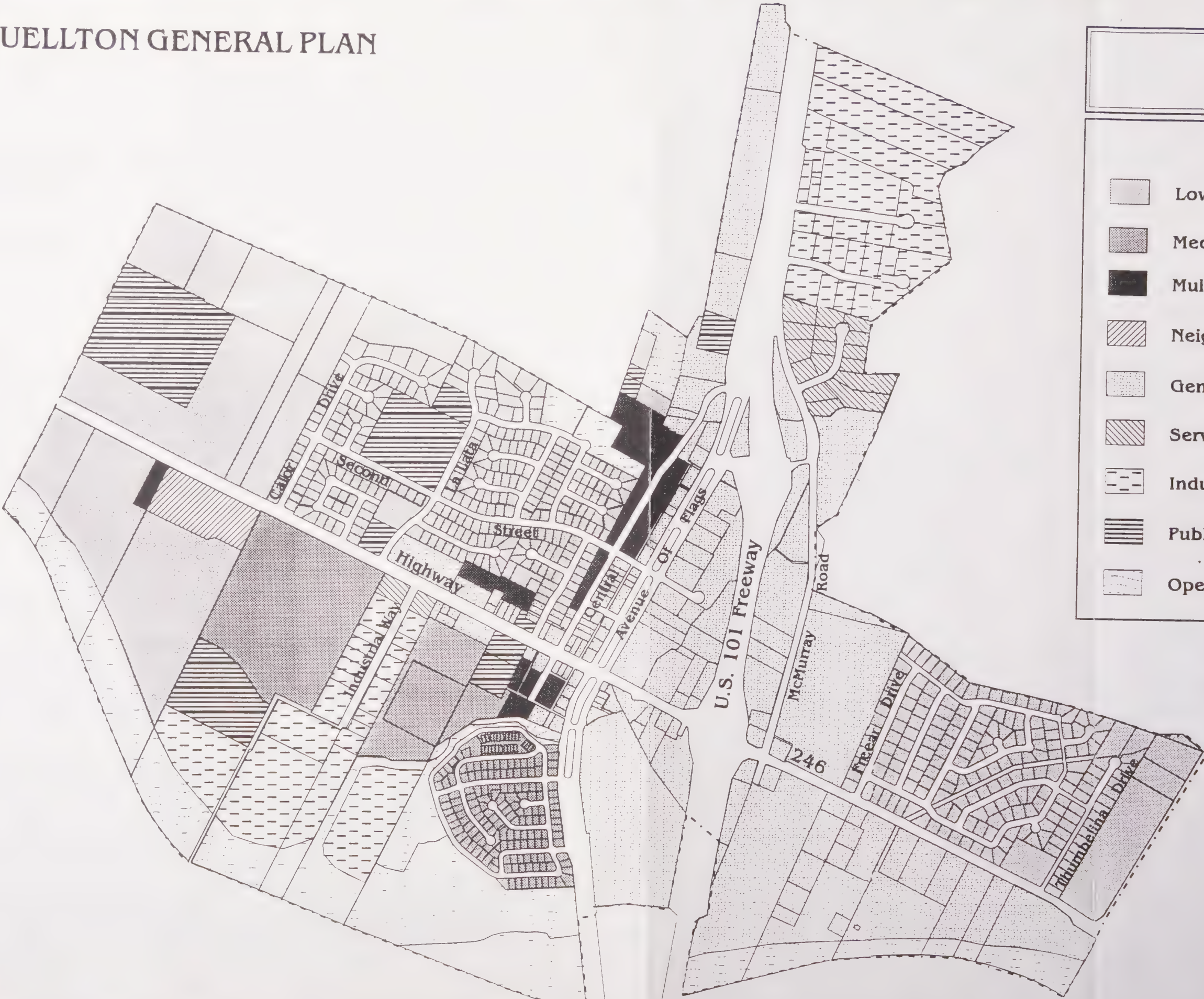
FIGURE 2

Land Use Map

LEGEND

- Low Density Residential
- Medium Density Residential
- Multi-Family Residential
- Neighborhood Commercial
- General Commercial
- Service Commercial
- Industrial
- Public/Quasi-Public
- Open Space/Parks & Recreation

December 1993
Not to Scale



Land Use Element Goals, Policies and Programs

Goals

1. To provide effective standards for the location, amount, rate, type and quality of new development so that the local economy remains healthy, attractive residential neighborhoods can expand, the rural character of the town is preserved, surrounding agriculture is enhanced and maintained, and the natural environment is protected.
2. To manage the growth of the town so that adequate facilities and services can be provided in pace with development.
3. To expand shopping and services that better provide for the needs of the residents.

Policies

General Policies

- L-1 The Buellton planning area and comment area are shown on Figure 1. The land use designations and policies of this General Plan apply to the planning area. Public improvements and significant new private development proposed in the comment area shall be reviewed by the City. The City's Sphere of Influence is identical to the planning area.
- L-2 The size of the town shall be maintained, with most businesses, schools, parks and social centers within easy walking distance of residences.
- L-3 New development shall be restricted from areas where natural conditions are likely to pose a threat to public safety or produce excessive maintenance costs.
- L-4 New development shall not be allowed unless adequate public services are available to serve such new development.
- L-5 New development shall pay its fair share of providing additional public services needed to accommodate such development.
- L-6 New residential development shall be controlled so that the small town character of Buellton is protected.
- L-7 Further annexations to the City may occur when a) a substantial portion of the development capacity within the existing city limits has been developed, b) a substantial public benefit can be realized through the annexation, such as the provision of public open space, additional parkland, or the protection of scenic vistas, or natural resources, or c) a special type of use is proposed that cannot be practically accommodated in the existing city limits. The Planning Commission shall review the merits of a request for annexation based on these criteria, and make a recommendation to the City Council.
- L-8 The entrances to Buellton from the east and west on Highway 246, and from the north and south on the US 101 freeway and Avenue of Flags should be considered "gateways". New public and private development in these locations should include elements such as signage, landscaping and appropriate architectural detailing that announce that one has arrived in Buellton.

- L-9 New development in residentially designated vacant land west of the existing developed town shall provide a landscaped setback from Highway 246 generally as illustrated by Figure 3. Setbacks shall be landscaped with drought-tolerant, low maintenance trees, shrubs, groundcover, and other plants. Maintenance of these setbacks shall be the responsibility of the property-owners, either individually, through a homeowners association, or through a landscape maintenance district established by the City.
- L-10 Historically or architecturally significant buildings should not be demolished or substantially changed in outward appearance in a way that diminishes the historical character, unless doing so is necessary to remove a threat to health and safety and other means to avoid the threat are infeasible.
- L-11 Master plans for sewer, water, roads, drainage and other public improvements shall be required for new development on large undeveloped parcels.
- L-12 To help maintain the beauty of the City, property owners shall be encouraged to maintain their property in a neat and orderly manner. The City will continue to enforce the property maintenance standards of the Buellton Municipal Code.
- L-13 Health care and dental care services should be expanded in Buellton.
- L-14 All exterior lighting in new development shall be located and designed so as to avoid shining directly onto residential properties, and shall minimize offsite glare. Proponents of commercial or industrial projects on property adjacent to residential areas shall submit a lighting plan to the City for review and approval; said plan shall incorporate features such low level, downward directed exterior lights to achieve the intent of this policy.

Residential Development

- L-15 The maximum allowable residential density for new residential subdivisions or development projects shall be computed based on the gross area of the lot before dedications for highway setbacks, parks, streets, or other requirements
- L-16 The pace of new residential development should be such that new residents can be absorbed into the fabric of the town and existing residents are not overwhelmed by newcomers, by requiring phasing of larger residential projects, for example.
- L-17 The form, scale and character of new residential development should emulate the best characteristics of the existing residential neighborhoods, such as single and two-story dwellings with pitched roofs and adequate off-street parking; landscaped front yards with trees and sidewalks.
- L-18 Major new residential development is appropriate in the areas on the north and south sides of Highway 246 west of Calor Drive, and on the north side of Highway 246 east of Thumbelina Drive. The infill of existing residential lots should be encouraged.
- L-19 Lands designated for residential development should be developed at a density of at least three dwelling units per gross acre, unless special circumstances, such as slope, flooding, or other environmental conditions warrant a lower density.
- L-20 Multi-family development should be encouraged near the commercial development.
- L-21 Multi-family development shall include usable private open space for each dwelling.

Commercial Development

- L-22 New commercial development shall be encouraged in Buellton along Avenue of Flags and Highway 246. In general, new commercial development should provide a wider range of retail shopping opportunities for the community. Local-serving shopping opportunities should be increased to include, but not be limited to, an additional grocery store and pharmacy/drug store.
- L-23 The visitor-serving sector of the local economy should be maintained and, as demand increases, expanded.
- L-24 New commercial development should incorporate elements to encourage pedestrian access and to screen parked areas from public view, generally as illustrated by Figure 4.
- L-25 Residences shall be allowed in conjunction with compatible commercial development on land designated General Commercial. The total number of dwellings allowed in conjunction with commercial development shall not exceed 100 units Citywide. Residential density of such mixed-use development shall not exceed 10 dwellings per acre and shall be determined by the Planning Commission on a case by case basis.
- L-26 Health care facilities and related businesses and professionals that support such facilities shall be encouraged.
- L-27 Offices should be allowed on Avenue of Flags.

Avenue of Flags

- L-28 The Avenue of Flags area north of Highway 246 should remain the physical and social center of Buellton, and should remain the focus for community events and gatherings. New residential neighborhoods should remain within easy walking and bicycling distance from the town center. Existing businesses that serve the needs of ranching or agricultural operations should be encouraged to relocate in the Service Commercial or Light Industrial districts, as appropriate.
- L-29 Sidewalk areas in the commercial core along Avenue of Flags and Highway 246 should allow for the free flow of pedestrians.

Public-Quasi-Public/Office Development

- L-30 The expansion of government offices should be encouraged on land near the present City Hall and other City offices.
- L-31 The land near the City offices is an appropriate location for professional offices.

Industrial Development

- L-32 Light industrial development will be encouraged in the area east of McMurray Road on Easy Street and Commerce Drive, and on Industrial Way.
- L-33 The vacant parcel south and east of Zaca Creek and west of Rancho De Maria is an appropriate location for industrial planned development.

- a. Vehicle circulation and outdoor activities shall be located between buildings and the existing industrial development to the west, rather than between new buildings and the existing residences located in Rancho De Maria.
- b. Property boundaries adjacent to the Rancho De Maria subdivision shall be landscaped and maintained in an attractive manner.
- c. The design of proposed buildings shall have more of an appearance of offices than industrial (e.g., "Butler Building") appearance.
- d. Control of traffic through the access easement through the Rancho de Maria subdivision shall be subject to restrictions imposed by the City of Buellton with respect to large truck traffic.

Agricultural Land

- L-34 Buellton should remain a regional center for the surrounding agricultural, ranching, and rural residential areas.
- L-35 Existing businesses that cater to the needs of ranching and agricultural operations should be encouraged to locate in the Service Commercial or Light Industrial districts, as appropriate.

Programs

1. The city will amend its zoning ordinance and district map to reflect the land use designations and related policies of this General Plan. Where necessary, the new zoning districts and standards applicable to Buellton shall be created.

Responsible Agency/Department: Planning Department
 Timeframe: 1993
 Funding: General fund
 Monitoring: Planning Department

2. The city will prepare a physical concept plan for the Avenue of Flags.

Responsible Agency/Department: Planning Department, Public Works Department
 Timeframe: 1994
 Funding: General fund
 Monitoring: Planning Department

3. The City will develop design guidelines for development in commercial areas and on non-commercial properties with frontage on Highways 101, 246, McMurray Road and Avenue of Flags, to address the following issues:
 - A single architectural theme for commercial development or separate themes for different commercial areas that incorporate design styles reflective of the desired rural, small town character of this community.
 - Appropriate setbacks, building siting, building height and mass (emphasizing one- and two-story structures), landscaping, lighting and signage.

- Commercial buildings along Avenue of Flags with large windows for "window shopping;" awnings above sidewalks and street trees to shelter pedestrians; second story balconies.
- Multi-family development designed to resemble large, single-family homes.
- The type, size, location and planting techniques for street trees.
- The location and design of bulbouts and pedestrian crossings.
- The location and design of parking and loading areas.
- The location and design of transit stops and a ride-share center.

Responsible Agency/Department: Planning Department, Public Works Department
Timeframe: 1994
Funding: General fund
Monitoring: Planning Department

4. The City will amend the zoning ordinance to include property maintenance standards.

Responsible Agency/Department: Planning Department
Timeframe: 1996
Funding: General fund
Monitoring: Planning Department

5. The City will prepare a physical concept plan for the Highway 101 corridor to provide motorists a clear indication of the attractive character of the community and activities available to travellers.

Responsible Agency/Department: Planning Department, Public Works Department
Timeframe: 1994
Funding: General fund
Monitoring: Planning Department

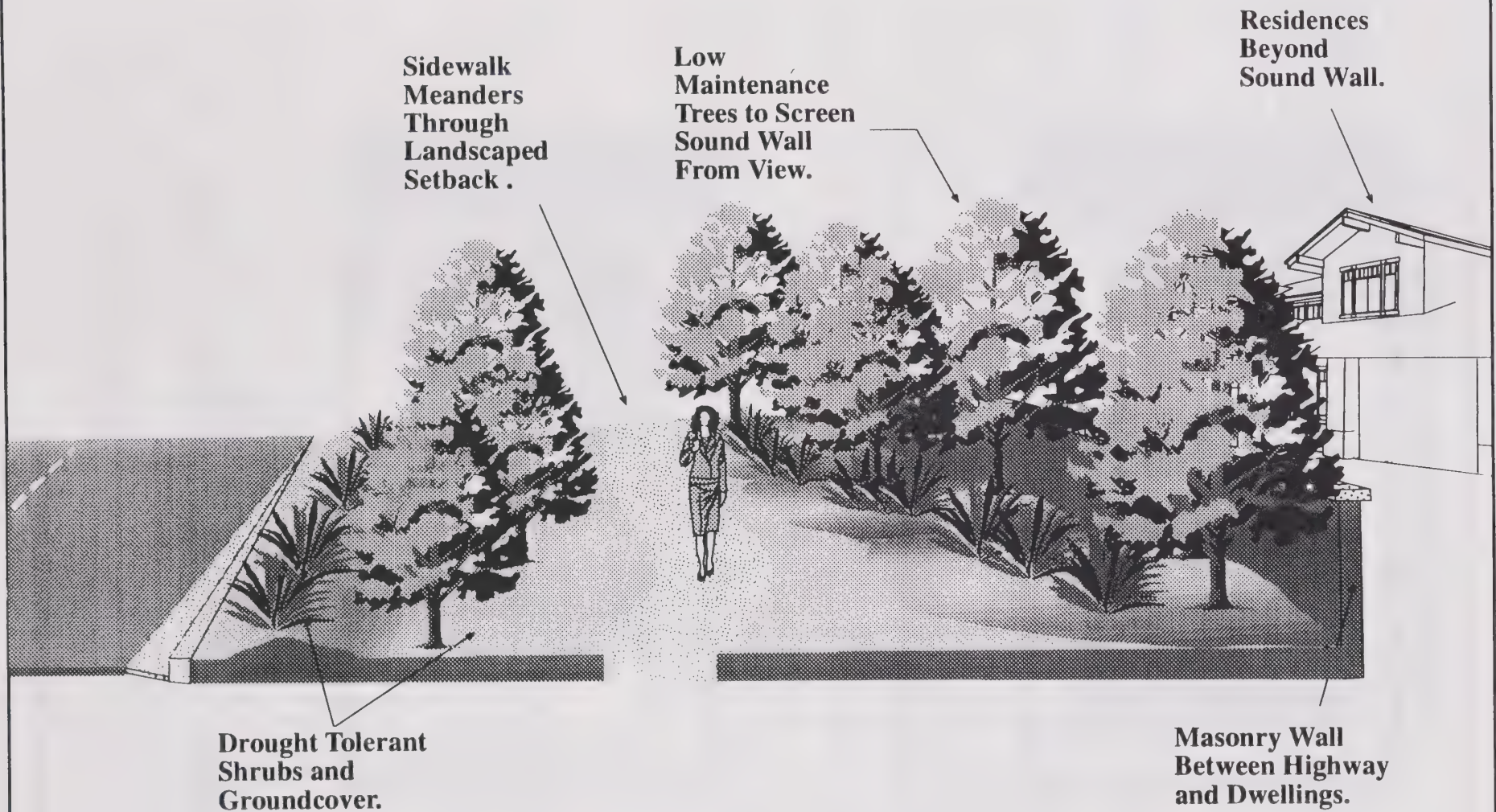
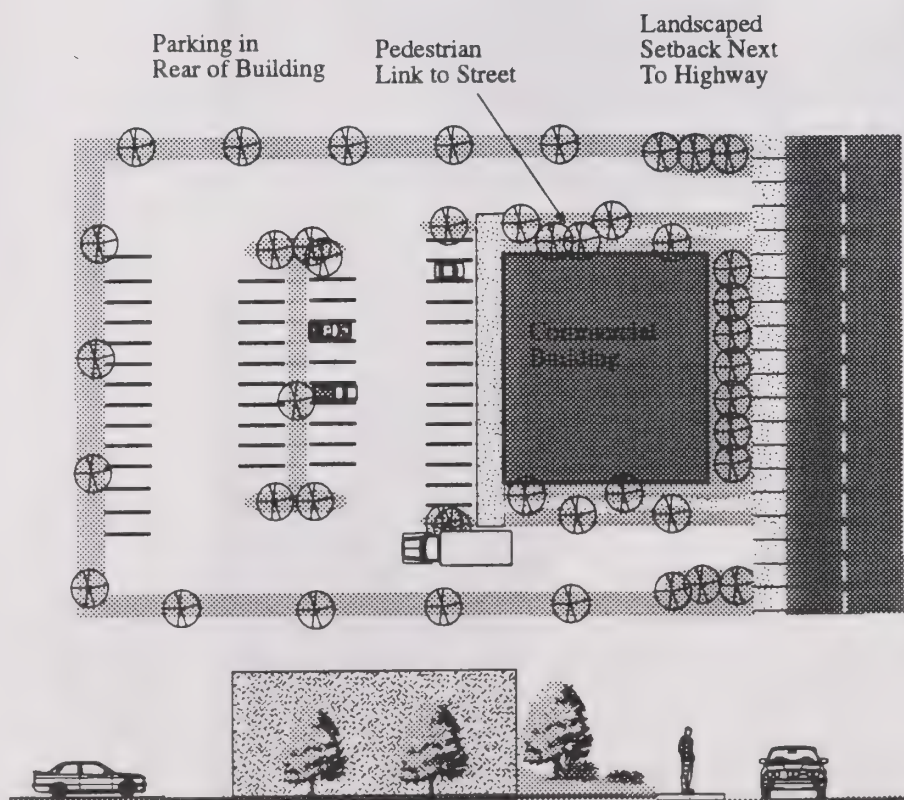
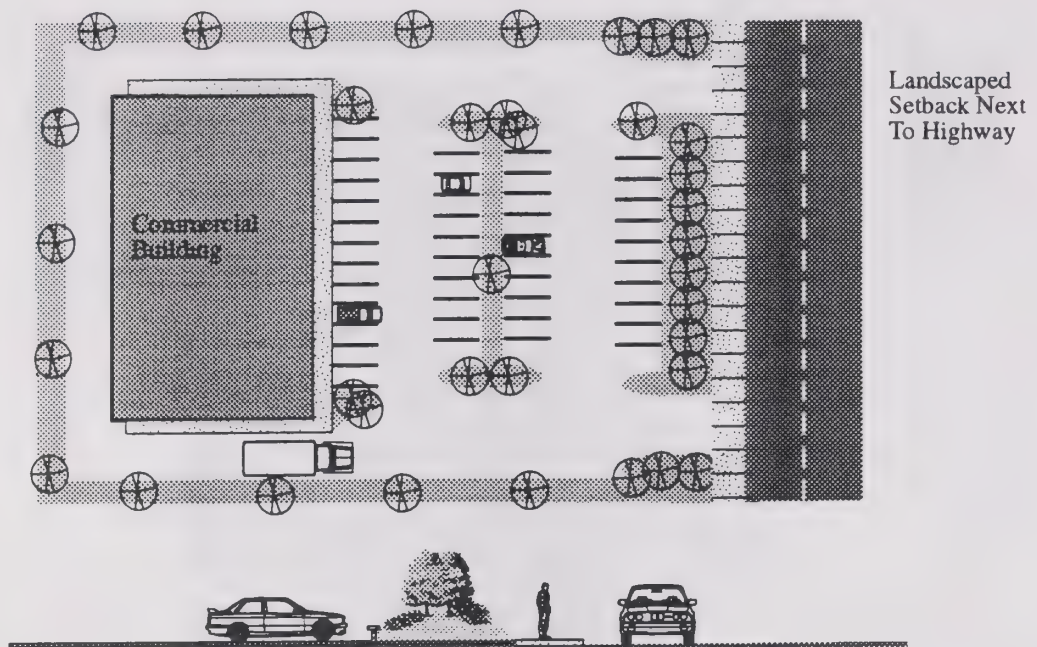


FIGURE 3 - Highway 246 Setback



BUELLTON GENERAL PLAN

Figure 4 - Commercial Development Guidelines

B. Economic Development Element

Introduction

The Economic Development Element describes the steps the City will take to maintain a healthy and productive economy, promote the creation of jobs, and finance the construction of facilities and public services needed during the time frame of the General Plan.

Economic Development Issues

- *Residents of Buellton desire additional goods and services, including more comparison shopping, an additional supermarket and drug store.*

As described in the Land Use Element, many of the existing commercial businesses in Buellton cater to the needs of travellers on Highways 246 and 101. As a consequence, residents must travel to surrounding communities, mostly Lompoc and Santa Maria, to find a variety of retail goods. When residents travel to other towns to shop, not only is it inconvenient for local citizens, the sales taxes and other revenues generated by these expenditures are lost to Buellton and are said to "leak" to surrounding communities. If Buellton is to capture these revenues, a wider range of retail opportunities must be provided.

- *As a cross-roads of Highway 246 and Highway 101, and the entrance to the Santa Ynez Valley, Buellton is especially well suited for visitor-serving uses that cater to a highway clientele.*

Buellton has numerous motels, hotels (motels with one or more restaurants) and other businesses that cater to travellers on Highways 101 and 246. As the volume of traffic increases on these highways over the next few years, the demand for visitor-serving businesses could increase. Expanding visitor-serving businesses to meet this growing demand would increase "bed" tax, sales tax and other revenues to the City.

- *The Avenue of Flags area is an underutilized resource.*

The Avenue of Flags area contains a substantial amount of underutilized commercial land, especially in the area between Avenue of Flags and the 101 freeway. A number of different uses for this land have been discussed, including a major retail center, outlet mall or theme park. Development of this land, and other vacant land designated for commercial development by the Land Use Element, would help strengthen the City's tax base and provide jobs.

- *A healthy economy is essential to generate taxes and related revenues to provide desired public facilities and services.*

The City derives revenues from a variety of sources, including sales taxes, bed taxes on motel rooms, fees for water and sewer service and fees for new development. In order to provide a desirable level of services during the time frame of the General Plan, revenues must be generated to pay for the needed improvements to facilities and increased operating costs. Thus, a healthy economy is vital to meet the present and future services needs of the community.

- *Too many residents are employed outside of Buellton; many residents have poorly paying jobs. Thus local jobs, and especially high paying jobs, are important.*

Buellton has limited industrial or professional businesses that provide high paying jobs. For this reason, most of the employed residents work outside the community. Providing jobs in Buellton that better meet the skills of the local work force would have a number of benefits. As fewer persons commute to other towns to work, less traffic will be generated on local highways and air quality is improved. A work force that lives, works and shops locally would greatly increase local sales taxes and other revenues to the City.

- *There is a need for a land use designation to accommodate large-scale retail businesses, such as furniture and building supply stores.*

Buellton contains about 35 acres of industrial land located along Industrial Way, and in the north end of the city along Thomas Road, Commerce Street and Easy Street. Much of this land is vacant at present. Given the size and type of manufacturing and industrial businesses currently located in the city, and the workforce characteristics for Buellton residents described in the 1990 US Census, it would appear that there is more than ample industrial land for the types of industrial businesses that are likely to locate in the city.

What is needed, however, is a land use category that would accommodate heavier commercial and light industrial businesses such as wholesale distributors, furniture stores, building supply and home improvement stores, equipment rental yards, and lumber yards. To accommodate these uses, the General Plan establishes a new land use designation, *service commercial/light industrial*, and designates the parcels along Thomas Road and the intersection of Industrial Way and Highway 246 for such use.

Economic Development Goals, Policies and Programs

Goals

1. To maintain and support a healthy and diverse local economy that meets the present and future employment, shopping, recreational, public safety and services needs of Buellton residents.

Policies

- E-1 The City will consider using a portion of the Transient Occupancy Tax to promote tourism in Buellton.
- E-2 The City will consider incentives for new development that provides a substantial benefit to the community, such as higher-paying jobs or expanded emergency services.
- E-3 The City will ensure that adequate commercial land is designated to meet the present and future needs of residents of the City and maintain economic vitality.
- E-4 A Service Commercial land use designation shall be established to accommodate businesses that require large amounts of floor area, such as lumber yards, home improvement outlets, agriculture and ranch-related businesses and other similar uses.
- E-5 The Avenue of Flags area north of Highway 246 should be revitalized and new commercial development should be encouraged. Strategies to revitalize this area may include the use of redevelopment to encourage infill development of vacant or underutilized lots.

(See also policy L-28)

Programs

6. The City will amend the zoning ordinance to include provisions for incentives for projects and land uses that provide a substantial economic or other direct benefit to the community.

Responsible Agency/Department: Planning Department
Timeframe: 1994
Funding: General fund
Monitoring: Planning Department

7. The City will use redevelopment to help revitalize Avenue of Flags and other portions of the City.

Responsible Agency/Department: Planning Department/Redevelopment Agency
Timeframe: 1994
Funding: General fund, redevelopment
Monitoring: Planning Department

8. The City will establish an economic development program to help achieve the economic development goals, policies and programs of the General Plan.

Responsible Agency/Department: Planning Department
Timeframe: 1994
Funding: General fund
Monitoring: Planning Department

See also Program 1 related to amendments to the zoning ordinance and zoning map to reflect the land use designations contained in this Plan.

C. Housing Element

Introduction

State law is more specific about the content of housing elements than any other portion of the general plan. The Housing Element is also the only element that is actually subject to review and "certification" by the state.

The Housing Element includes all of the following information, as required by State law:

- Information about the existing housing stock, covering such items as the amount, type, cost, tenure, and structural conditions of the units.
- An analysis of potential barriers to housing production including both governmental and non-governmental constraints.
- Information about energy conservation opportunities in housing rehabilitation and new construction.
- Information about existing subsidized housing and the possibility of its being lost due to conversion to market-rate units.
- Specific goals, measurable objectives, policies and implementation measures. Objectives must include targets for housing unit production, based on a "fair share allocation".

Much of these details are located in Appendix "B". The "fair share allocation" assigns a specific number of units in different price ranges to all the local jurisdictions in the State. The California Department of Housing and Community Development (HCD) estimates the statewide need for housing. This is then broken down into regions. In each region, the area council of governments (in Buellton's case, the Santa Barbara County Association of Governments) prepares a more specific regional distribution of the needs to the local counties and cities.

Fair Share Allocation: Overall Production Objective

The Santa Barbara County Association of Governments (SBCAG) has calculated that the City of Buellton should accommodate 223 new housing units between 1990 and 1997. This represents about 32 units per year.

Based on past housing construction levels, this objective is achievable. Between the 1980 and 1990 censuses, about 46 units per year on average have been produced in the Buellton census designated place. However, virtually no new residential construction has occurred in Buellton during the past two and a half years. If the past average annual construction rate resumes, Buellton should produce approximately 230 new units by 1997. There do not appear to be any other constraints to achieving the overall production objective.

The fair share allocation program also breaks down the total housing production goal into various cost categories: units affordable to "very low" income, to "low" income, to "moderate" income and to "above moderate" income households. Section 3.1 of Appendix B defines these categories as they apply to Buellton. The private housing market in Buellton appears to do a reasonably good job of providing affordable rental housing. However, to meet the City's fair share, other programs including incentives and the use of state or federal funds will be required. Such programs are included in this element.

Special Needs Groups

A review of the most recent census data suggests that there are no groups of Buellton residents with significant special housing needs. However, this element includes a program designed to provide flexibility in providing "non-traditional" housing types that may help meet the special needs of groups such as elderly, farmworkers or single-parent families.

At-Risk Units

There are no existing subsidized housing units considered at-risk of converting to market rate units during the time frame of this element. Nonetheless, policies and programs requiring ongoing monitoring and notice have been included.

Organization of the Housing Element

The goals, policies and programs of the Housing Element are provided below. Because the Housing Element is required by State law to be reviewed and certified by the Department of Housing and Community Development, the Element is reprinted in its entirety as Appendix B, which will be sent to the State for review. Appendix B contains all of the data and analysis required by State law for Housing Elements, including detailed demographic, income and other information.

Housing Issues

- *Buellton will try to achieve its regional allocation of housing for all income groups.*

As described above, recent changes to State law require that each city and county take steps to produce its share of housing to meet the region's housing needs. Table 2 describes Buellton's regional fair share by income category.

- *A priority of the Housing Element will be the preservation and rehabilitation of existing housing for low income households.*

The analysis contained in Appendix B suggests that the housing stock in Buellton can be considered "affordable" by regional standards. Therefore, a priority of the Housing Element will be to preserve and rehabilitate existing housing first, and to allow existing housing to be demolished only in circumstances where existing housing cannot feasibly be preserved.

- *Dwellings demolished as a result of new development or redevelopment should be replaced, when feasible.*

Buellton contains a substantial amount of underutilized commercial land, especially in the Avenue of Flags Area where some commercial parcels are currently developed with dwellings. As these areas continue to be developed with commercial uses in accordance with the General Plan, the existing residences on these properties will be demolished and lost from the housing inventory. These dwellings should be replaced through new construction in appropriate residential zones, or through mixed-use development in commercial zones where a compatible mix of land uses can be combined on one site.

Housing Goals, Policies and Programs

Affordable Housing Supply

Goal: To provide a continuing supply of affordable housing to meet the needs of existing and future Buellton residents in all income categories.

Policies

- H-1 The City shall adopt policies, programs and procedures to try to achieve its fair share regional housing allocation, including the numbers of units for each income classification.
- H-2 The City shall ensure that its adopted policies, regulations and procedures do not add unnecessarily to the cost of housing while still attaining other important City objectives.
- H-3 The City shall give high priority for permit processing to projects that include low income residential projects.
- H-4 The City shall continue to support the efforts of the Santa Barbara County Housing Authority or other non-profit housing corporations to rehabilitate, construct and manage low income housing within the city.
- H-5 The City shall, through the Santa Barbara County Housing Authority or in conjunction with nonprofit or for profit developers, apply for funds from the state and federal governments to rehabilitate and construct housing for low income households. Developers may be required to help offset the cost of such applications.
- H-6 The City shall continue to provide Section 8 assistance to eligible households through the Santa Barbara County Housing Authority.
- H-7 Upon formation in late 1993, the City's redevelopment agency shall utilize at least 20% of all tax increment proceeds for low and moderate income housing, in accordance with State law. Furthermore, portions of residential projects in the redevelopment area shall be developed for very low, low and moderate income households, as required by State law.
- H-8 All new housing projects of 50 or more units on land that has received an increase in allowable density above that allowed by its zoning designation as of August, 1993 through either a public or privately initiated general plan amendment, rezoning or specific plan shall be required to pay a fee equal to one percent of the building valuation (based upon building permits) to be deposited in a housing trust fund. This fund may be used to construct lower income units, to write-down land or financing costs for lower income units, or for the rehabilitation or preservation of such units. Monies from this fund may also be used in conjunction with redevelopment monies, CDBG funds or other money from other sources.

In cases where developers actually construct units for lower income households, the City Council may waive this requirement if the Council finds that the increase in lower income units is commensurate with the increase likely to be generated through the use of fees. Such units shall remain affordable to lower income households for at least 30 years.
- H-9 Low income housing produced through government subsidies and/or through incentives or regulatory programs shall be distributed throughout the City and not concentrated in a particular area or neighborhood.

- H-10 The City shall encourage the development of multi-family dwellings in locations where adequate facilities are available and where such development would be consistent with neighborhood character, including mixed-use projects in commercial zones.
- H-11 The City shall allow dwellings to be rehabilitated that do not meet current lot size requirements, setbacks, yard requirements, and other current zoning requirements, so long as the non-conformity is not increased and there is no threat to public health and or safety.

Programs

Note: All programs involving new or amended ordinances shall be subject to Planning Commission review and recommendation, and final approval by the City Council.

9. The city shall review and if applicable amend its zoning ordinance to allow 1) density bonuses for subdivisions that include an affordable housing component in conformance with state law; 2) relief from setback, parking, and other site development regulations, where feasible, for projects that include an affordable housing component; 3) secondary units (e.g., granny flats); 4) manufactured housing in residential zones; 5) group housing in residential zones, in accordance with State law 6) or provides parks and recreation facilities.

Responsible agency/department: Planning Department
 Timeframe: 1994
 Funding: General Fund
 Expected Outcome: Zoning ordinance amendment for approval by the City Council

10. The City will amend its zoning ordinance to allow residential development in conjunction with commercial in all commercial zones, subject to discretionary review by the Planning Commission and City Council.

Responsible agency/department: Planning
 Timeframe: 1994
 Funding: General Fund
 Expected Outcome: Zoning ordinance revisions

11. The city shall require a 30-year continued affordability condition in projects that receive a density bonus that also utilize government funds.

Responsible agency/department: Planning Department
 Timeframe: 1994
 Funding: General Fund
 Expected Outcome: Zoning ordinance amendment to require continued affordability

12. The city shall adopt an ordinance that requires that new housing projects at least 50 units in size on land that has received an increase in allowable density through either a public or privately initiated general plan amendment, rezoning or specific plan shall pay a fee equal to one percent of the building valuation (as determined from the building permit). Such fees shall be deposited into trust fund which can be used to construct lower income housing, write-down land or financing costs, or rehabilitate or preserve existing units. The ordinance shall include provisions to allow the use of the monies collected to provide low or no-interest loans to allow additions to existing rental or ownership units for low income households.

Responsible agency/department: Planning Department
 Timeframe: 1994
 Funding: General Fund
 Expected Outcome: New ordinance, housing trust fund

13. The city shall cooperate with the Santa Barbara County Housing Authority, People's Self Help Housing Corporation, or other non-profit agencies to secure funds through state and federal programs for development of new low income housing, and rehabilitation of existing low income households.

Responsible agency/department: City Manager
 Timeframe: Ongoing
 Funding: Many
 Expected Outcome: Construction of low income housing

14. Upon formation, the City's Redevelopment Agency shall use a portion of its funds, as required by State law, to rehabilitate existing low-income housing and/or develop new low income housing.

Responsible agency/department: City Manager
 Timeframe: Fiscal year 1994 and beyond
 Funding: Redevelopment Agency revenues
 Expected Outcome: Development of low income housing

Conservation and Rehabilitation

Goal: To conserve and rehabilitate the City's current stock of affordable housing.

Policies

- H-12 The City shall coordinate with the Housing Authority to maintain Section 8 rent subsidies.
- H-13 The City shall apply for CDBG grants for the purpose of rehabilitating low cost, owner occupied and rental housing.
- H-14 Private financing of the rehabilitation of housing shall be encouraged.
- H-15 The City shall require the abatement of unsafe structures, while giving property owners ample time to correct deficiencies. Residents displaced by such abatement should be provided relocation assistance.

Programs

15. The City shall apply annually for CDBG rehabilitation funds to enable rehabilitation (including room additions as allowed by law), for low income households.

Responsible Agency/Department: City Manager
 Timeframe: Annually
 Funding: CDBG Technical Assistance/General Fund
 Expected Outcomes: CDBG applications annually
 Objective: 20 units rehabilitated

16. The City shall coordinate its efforts with the Santa Barbara County Housing Authority to continue receiving Section 8 subsidy monies.

Responsible agency/department: City Manager
 Timeframe: Ongoing
 Funding: Planning Department budget
 Expected Outcome: Maintenance of existing Section 8 rental subsidies

Preservation of At-Risk Units

At-risk units are those that are currently in a subsidized housing program but are approaching the end of the program's timeframe and will soon revert to market-rate housing. This section describes how these units will be preserved, although there are no subsidized units in the City which are eligible for conversion within the time-frame of this element.

Goal: Preserve all at-risk units in Buellton.

Policies

- H-16 The City shall strive to preserve all at risk dwelling units in the City.
- H-17 At least 2 years notice shall be required prior to the conversion of any units for low income households to market rate units in any of the following circumstances:
- The units were constructed with the aid of government funding;
 - The units were required by an inclusionary zoning ordinance;
 - The project was granted a density bonus; or
 - The project received other incentives.

Such notice shall be given at least to the following:

- The City;
- The California State Department of Housing and Community Development (HCD);
- Santa Barbara County Housing Authority; and
- Residents of at-risk units.

Programs

17. The City shall coordinate with the Santa Barbara County Housing Authority to maintain a list of all dwellings within the city that are subsidized by government funding or low income housing developed through local regulations or incentives. The list shall include, at a minimum, the number of units, the type of government program, and the date at which the units may convert to market-rate dwellings.

Responsible Agency/Department: Planning Department
 Timeframe: Ongoing
 Funding: General Fund
 Expected Outcome: Annually updated list

18. The City shall add to existing incentive programs, and include in all new incentive or regulatory programs requirements to give notice prior to conversion to market rate units as described in Policy H-17.

Responsible Agency/Department: Planning Department
 Timeframe: 1994
 Funding: General Fund
 Expected Outcome: Revisions to all housing incentive and regulatory programs

Special Needs

No significant populations in Buellton were found to have special needs. The City does have a slightly higher percentage of elderly residents than Santa Barbara County; however, this group does not appear to have significant housing problems. However, the policy of the City shall be to remain flexible in considering various types of housing to accommodate the needs of special populations such as elderly, farmworkers, or single parent families.

Goal: To meet the housing needs of special groups of Buellton residents.

Policy

- H-18 The development of various types of housing for individuals with special needs such as the handicapped, elderly persons, farmworkers, or single parents shall be encouraged.

Program

19. The City shall amend its zoning ordinance to allow the development of various types of non-traditional housing, subject to discretionary approval by the Planning Commission and City Council, including group quarters and shared-living arrangements for the handicapped, elderly persons, farmworkers and single-parent families and emergency shelters.

Responsible Agency/Department: Planning Department
 Timeframe: 1994
 Funding: General Fund
 Expected Outcome: Zoning ordinance amendment

The Homeless

There are no known permanent homeless people in Buellton. Homeless services are available in the cities of Santa Maria and Santa Barbara, where the County Social Services Department maintains offices. The Police Department provides information and assistance to homeless passersby to help such individuals reach their destinations.

Goal: To continue to avoid significant homelessness in Buellton.

Policy

- H-19 The City shall provide information about housing opportunities and services for homeless individuals in the area.

Programs

20. The City shall continue to provide information about housing opportunities and services for homeless persons to transient passersby through the Police Department, as well as City Hall.

Responsible agency/department:	Police Department, City Manager
Timeframe:	Ongoing
Funding:	General Fund
Expected Outcome:	Continued availability of housing information

21. The City shall cooperate with Santa Barbara County, local non-profit organizations and other agencies in the continuation of programs aimed at assisting homeless people.

Responsible agency/department:	Planning Director
Timeframe:	Ongoing
Funding:	General Fund
Expected Outcome:	Cooperation with County

Energy Conservation

Goal: To increase the efficiency of energy use in new and existing homes, with a concurrent reduction in housing costs to Buellton residents.

Policies

- H-20 All new dwelling units shall be required to meet current state requirements for energy efficiency. The retrofitting of existing units shall be encouraged.
- H-21 New land use patterns shall encourage energy efficiency, to the extent feasible.
- H-22 Solar access for existing development shall be protected and provided in new development, to the extent feasible.

Programs

22. The City shall implement Title 24 of the California Code on all new development.

Responsible agency/department: Building Department
 Timeframe: Ongoing
 Funding: Plan check fees
 Expected Outcome: Implementation of Title 24

23. The City shall work with PG&E and The Southern California Gas Company to encourage existing residents to participate in energy efficiency retrofit and rebate programs. The City will consider sponsoring an energy awareness program, in conjunction with PG&E and The Southern California Gas Company to educate residents about the benefits of various retrofit and rebate programs.

Responsible agency/department: City Manager, Planning Department
 Timeframe: Ongoing
 Funding: General Fund/PG&E
 Expected Outcome: Increased awareness of energy efficiency programs

24. The City shall review and if applicable amend its subdivision ordinances to implement the subdivision map act related to subdivision orientation for solar access. The City shall also review its zoning ordinance to consider provisions for solar access, where feasible.

Responsible agency/department: Planning Department
 Timeframe: 1994
 Funding: General Fund
 Expected Outcome: Subdivision ordinance amendment

25. New annexations to the City shall be contiguous to the existing city to increase compact urban form and energy efficiency.

Responsible agency/department: Planning Department
 Timeframe: Ongoing
 Funding: General Fund
 Expected Outcome: Efficient, contiguous city expansion

26. The City shall amend its zoning ordinance to allow for mixed residential and commercial development, where appropriate.

Responsible agency/department: Planning Department
 Timeframe: 1994
 Funding: General Fund
 Expected Outcome: Amended zoning ordinance

27. The City shall review and if applicable amend its subdivision ordinance to require that new subdivisions include transit opportunities and bicycle and pedestrian routes, where feasible and appropriate.

Responsible agency/department: Planning Department
 Timeframe: 1994
 Funding: General Fund
 Expected Outcome: Subdivision ordinance amendment

Equal Opportunity

Goal: To assure equal access to sound, affordable housing for all persons regardless of race, creed, age or sex.

Policies

- H-23 The City declares that all persons regardless of race, creed, age, physical disability or sex shall have equal access to sound and affordable housing pursuant to State and federal laws.
- H-24 The City will promote the enforcement of the policies of the State Fair Employment and Housing Commission.

Programs

28. The City will continue to provide information from the Housing Authority and Department of Equal Housing and Employment regarding housing and tenant rights at City Hall.

Responsible Agency/Department: City Manager
Timeframe: Ongoing
Funding: General Fund
Expected Outcome: Distribution of information regarding equal access to housing

29. The City will refer persons experiencing discrimination in housing to California Rural Legal Assistance and/or the State Fair Employment and Housing Commission.

Responsible Agency/Department: All City Departments that receive complaints
Timeframe: Ongoing
Funding: General Fund
Expected Outcome: Distribution of information

Public Participation

Goal: To ensure participation of all economic segments of the community in the development of housing policy for Buellton.

Policy

- H-25 The City will encourage the participation of all citizens of Buellton in the development of housing policies for the City.

Program

30. Prior to any public hearing where the City is considering amending or updating the housing element, the City will directly notify People's Self Help Housing Corporation, Santa Barbara County Housing Authority, California Rural Legal Assistance and local churches, as well as post notices at significant public locations.

Responsible Agency/Department: Planning Department
 Timeframe: Ongoing
 Funding: General Fund
 Expected Outcome: Distribution of information

Table 2: Summary of Quantified Objectives

Income Groups					
Program	Very Low	Low	Moderate	Above Moderate	Total
I. New Construction					
1. Density bonus & other incentives	2,5,12	15			15
2. Second units	2	15	10		25
3. Mobile homes on lots	2	5	5		10
4. Mixed-use housing	3,19	5	5		10
5. Housing Trust Fund	5	10	5		15
6. Housing authority and non-profit organizations	6	15			15
7. Redevelopment	7	10			10
8. Private market	Many		40	120	160
Total:	50	40	50	120	260
SBCAG Fair Share	44	35	43	101	223

Income Groups					
Program	Very Low	Low	Moderate	Above Moderate	Total
II. Conservation/Rehabilitation					
1. CDBG rehabilitation program	8	20	20		40
2. Section 8 certificates	9	NA	NA		

III. Tenure	
Rentals	Owner Occupied
40%	60%

IV. Type	
Single Family Detached	Multi-Family & Mobile Home
80%	20%

D. Circulation Element

Introduction

The Circulation Element describes the transportation system serving Buellton, and establishes policies, standards and programs to meet the present and future transportation needs of the community.

The Circulation Element must be consistent with the other elements of the General Plan, and the Land Use Element in particular.

The Buellton Circulation System

The circulation system serving Buellton consists of automobile, truck, pedestrian and bicycle facilities. There are no rail or air transportation facilities in or near the City; the automobile remains the primary mode of travel within the City and between Buellton and surrounding areas.

Streets and Highways

Buellton lies at the intersection of two major highways: the US 101 freeway and State Highway 246. Highway 101 is a four-lane, divided highway that serves as the principal coastal route between northern and southern California. There are three freeway interchanges serving Buellton, at Santa Rosa Road, Highway 246 and Damasa Road. There is also a southbound offramp at the north end of Avenue of Flags at Jonata Park Road, and an at-grade interchange on Jonata Park Road about one mile north of the City limits.

State Highway 246 is a rural highway that connects Buellton with the City of Lompoc and Vandenberg Air Force Base to the west, and the City of Solvang and the upper Santa Ynez Valley to the east. Outside of urban areas, the highway is primarily two lanes. Within Buellton, Highway 246 consists of four-lanes with a two-way center left turn lane from McMurray Road west to the City limits.

There are signalized intersections on Highway 246 at the US 101 interchange, at McMurray Road and Freear Drive. The intersection of Highway 246 and Avenue of Flags is controlled by a four-way stop.

In the 1960s, US 101 was realigned to the east and improved as a four-lane divided freeway. The old right-of-way has been converted to a local commercial street and is now called Avenue of Flags, which consists of four travel lanes divided by wide, grassy medians that have come to be identified with Buellton.

Bicycle Circulation

The flat topography, relatively low traffic volumes and compact form of the City make bicycle riding a viable alternative to the use of automobiles in Buellton. For these reasons, bicycle circulation should be encouraged as a non-polluting transportation mode for local trips, exercise and recreation.

Pedestrian Circulation

As with bicycles, Buellton's size and character make walking an attractive transportation option. Residential neighborhoods are all within relatively easy walking distance of shopping and schools; the primary commercial areas in town are centrally located.

Almost all of the streets and roadways in the City have been constructed with sidewalks. The potential for an urban trails system exists in Buellton along the Santa Ynez River and the numerous creeks that pass through the City.

Public Transit

Transit services are provided throughout Buellton, Solvang, Santa Ynez, Los Olivos, and Ballard by the Santa Ynez Valley Transit. Buses provide door-to-door service upon request Monday through Friday 8:30 a.m. to 5:00 p.m. The transit service recommends that appointments be made in advance, although they will accommodate all callers as best they can. The buses are wheelchair accessible, and drivers will assist in boarding, exiting, and carrying groceries or packages. The standard one-way fare is \$1.25.

Special transit service to Santa Barbara for medical appointments is provided by Santa Maria Area Transit. The service is offered on Tuesday and Thursday by appointment. Buses will provide door-to-door service, and all vehicles are handicapped accessible.

Circulation Element Map

Figure 5 is the Circulation Element Map for the City of Buellton. The map describes improvements to the circulation system necessary to meet the present and future needs of the City in support of the land uses described in the Land Use Element. The Circulation Element Map assigns a roadway classification to the streets and highways serving the City, which are described below:

Local Streets

Local streets serve adjacent properties, only, and carry little through traffic and low traffic volumes. Speed limits on local roadways normally do not exceed 25 miles per hour. New local streets should generally have a right-of-way of 60 feet in width.

Collector Streets

Collector streets provide a link between local streets and roadways with higher traffic capacity, such as arterials and highways (see below). Usually, several local streets will connect to a common collector street. Collectors may also serve adjacent properties. Generally, collectors carry light to moderate traffic volumes, and speed limits are usually between 25 to 45 miles per hour. The Circulation Element distinguishes between two types of collector streets.

Residential Collectors

Residential collectors provide the connection between local streets serving residential neighborhoods and the arterials and commercial collectors that provide connections to other parts of the City. Residential collectors are intended to carry higher traffic volumes than local streets, but lower volumes than commercial collectors or arterials. Roadways designated as residential collectors by the Circulation Element include Calor Drive and Second Street.

Commercial/Industrial Collectors

Commercial collectors are intended to provide access to commercial areas from arterials and the freeway. Commercial collectors carry higher traffic volumes than local commercial streets and may serve as a 'minor arterial' in areas where commercial traffic is shared with traffic utilizing the freeway interchanges and Highway 246. The Avenue of Flags and McMurray Road, among others, are designated as commercial collectors.

Arterial Roadways and Rural Highways

Arterial roadways are fed by local, collector and other arterial roadways, and provide for cross-town travel. Arterials carry larger volumes of traffic, and usually consist of two to four lanes divided by a median or left-turn lane. Because of the high traffic speeds and traffic volumes, no direct access to adjacent properties should be provided from arterials, except where access to more than one property may be consolidated in safe locations. Such access may be restricted to right-turn-in, right-turn-out only movements. Speed limits on arterials are usually at least 40 miles per hour. Highway 246 is classified as an arterial.

Rural highways serve a similar role as arterials, but primarily provide connections between urban areas. Traffic volumes are similar, but speeds are usually higher (up to 55 miles per hour).

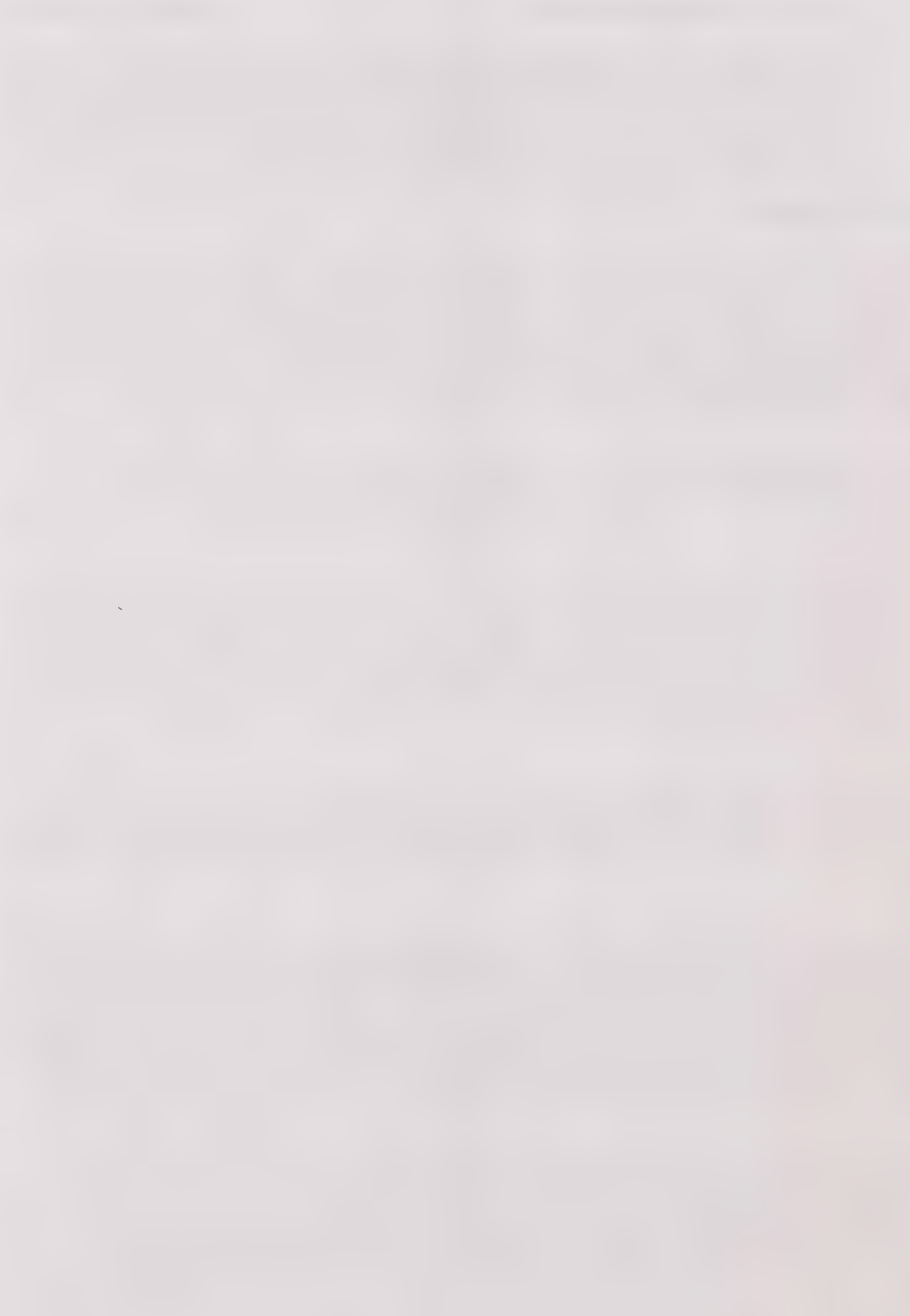
Freeways

Freeways serve both inter-City and intra-City travel. Freeways carry high volumes of traffic at high speeds, and provide no access to adjacent properties. Traffic is carried to freeways by collector and arterial streets; access to the freeway is then provided by on-ramps, rather than intersections. Freeways provide connections to other regional highways and usually have the highest speed limits allowed by law. US 101 is the only freeway in the Buellton area.

Circulation Standards

The most often used indicator of the ability of a roadway or intersection to accommodate traffic is Level of Service (LOS), which sets a standard based on a scale from LOS "A", free-flow conditions, to LOS "F", which refers to unstable conditions approaching gridlock. A more complete description of each Level of Service standard is contained in the *Background and Environmental Setting Report*.

Based on the traffic analysis prepared for the General Plan EIR, all of the intersections in Buellton are operating at LOS "A", although volumes at the Avenue of Flags/Highway 246 intersection are enough to warrant signalization. The section of Highway 246 between McMurray Road and the easterly City limits is currently improved with two lanes, and transitions to four lanes at the freeway interchange. This section of the Highway occasionally experiences traffic volumes that exceed the capacity of the two lanes, causing long delays for west-bound traffic at the intersection of Freear Drive. The volumes warrant widening of this section of Highway 246 from two, to four lanes.



BUELLTON GENERAL PLAN

FIGURE 5

Circulation Element Map

LEGEND

Local Streets

Commercial Collector Streets

Residential Collector Streets

Arterial/Rural Highway

Freeway

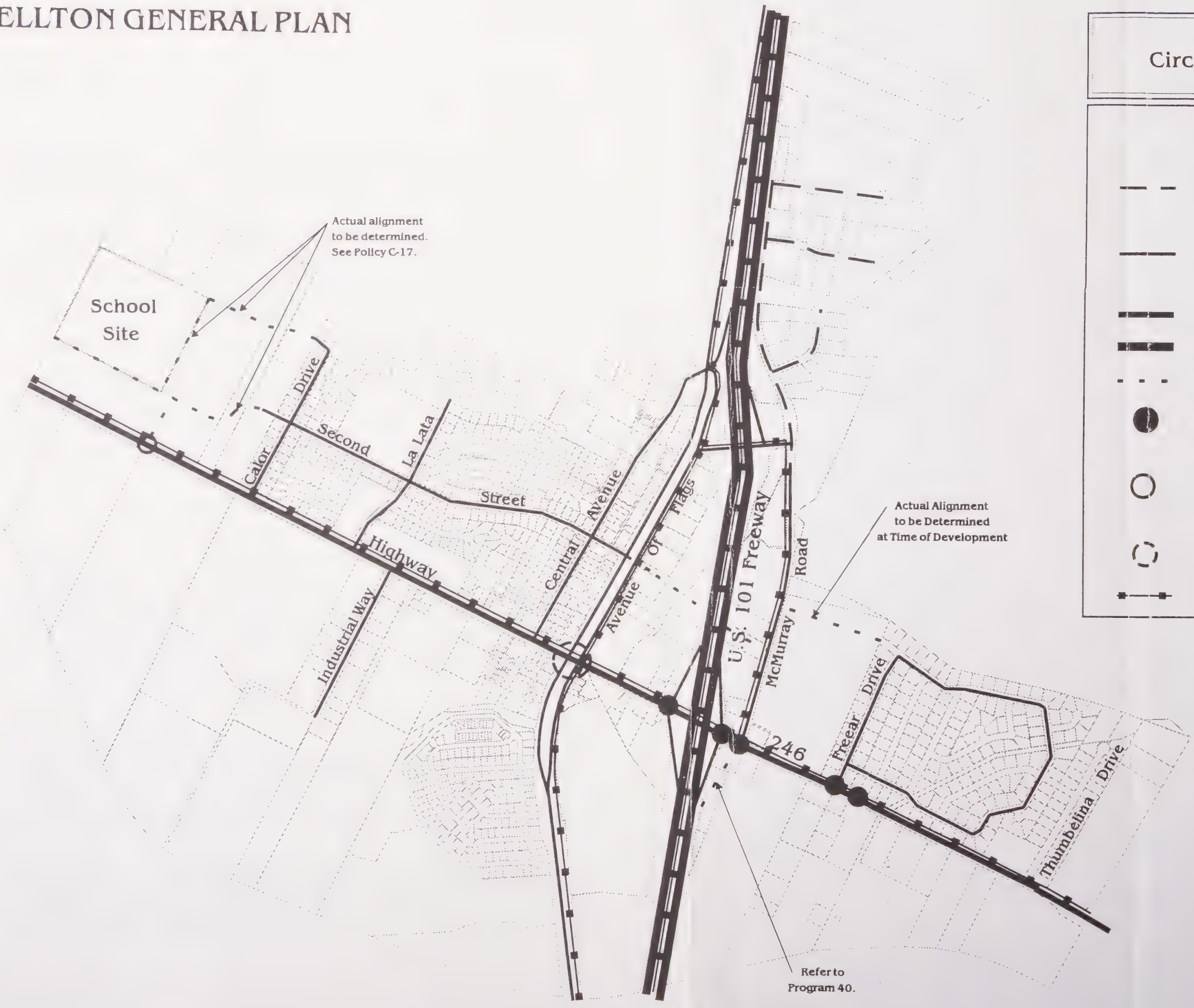
New Street

Existing Signalized Intersection

Proposed Signalized Intersection

Signal or Roundabout

Truck Route



December 1993

Scale: 1" = 825'



Circulation Issues

- *A solution to the Highway 246/Avenue of Flags intersection is needed.*

One of the most common complaints about Buellton expressed in the General Plan public workshops was the need to redesign the Avenue of Flags/Highway 246 intersection. Although the intersection is technically operating at an acceptable level of service, the current arrangement of four-way stops between the wide medians is confusing and inefficient.

There have been several solutions proposed for the intersection. The traffic analysis contained in the *Draft Buellton Community Plan* found that the intersection currently carries sufficient traffic volumes to warrant signalization. The *Community Plan* recommended that left-turn lanes be installed on Avenue of Flags, in conjunction with signalization. Another solution proposed more recently is the installation of a "roundabout", in which vehicles enter a circular path that allows traffic to continuously move through the intersection.

- *Better pedestrian circulation is needed between the east and west sides of the 101 freeway.*

The US 101 freeway, which divides the City from north to south, limits east-west pedestrian and bicycle circulation. Children walking to school from the residential neighborhood east of McMurray Road usually travel Highway 246 which leads past a major freeway interchange where the volume and speed of traffic makes walking an unpleasant and potentially dangerous experience. One solution to this problem would be to provide a pedestrian/bicycle crossing of the freeway, perhaps between the easterly terminus of Second Street, and McMurray Road.

- *A traffic signal may be needed on Highway 246 west of Avenue of Flags.*

The Land Use Element Map (Figure 2) designates land in the west part of the City for residential and neighborhood commercial development, including a site for a new middle school on the north side of Highway 246. The proximity and interdependence of these land uses are intended to reduce vehicle trips and promote pedestrian and bicycle trips. To enable safe and efficient circulation to the new school site and neighborhood commercial center, a new traffic signal will likely be needed on Highway 246. The Circulation Element Map designates the location of the new signal generally at the site of the commercial center where the local street serving the proposed middle school intersects Highway 246.

- *An urban trail system should be considered in Buellton.*

Buellton is surrounded by open space and ranchland and is adjacent to the Santa Ynez River. Zaca Creek and Thumbelina Creek pass through the City on their way to the river. The creek corridors and surrounding open space provide an opportunity to establish an urban trail system through and around the City. Such a trail system could help provide safe routes to school, and connect the east and west sides of the City.

- *Highway 246 between McMurray Road and the easterly City limits should be widened to four lanes.*

As described above, Highway 246 between McMurray Road and the eastern City limits is currently two lanes, which causes traffic to periodically stack at the signal at Freear Drive. To accommodate traffic volumes expected at buildout of the General Plan, this section of Highway 246 should be widened to four lanes.

- *To reduce the number of signalized intersections on Highway 246 at the US 101 interchange, the City should consider relocating the northbound offramp at Highway 246 to form an intersection with McMurray Road.*

The number and close proximity of the traffic signals on Highway 246 make the freeway interchange confusing and sometimes hazardous. One solution would be to relocate the northbound offramp to form an intersection with McMurray Road and close the northbound onramp in favor of the onramp at Damasa Road.

Circulation Goals, Policies And Programs

Goals

1. To provide a safe and efficient circulation network to meet the present and future needs of the City.
2. To encourage the use of alternate forms of transportation other than the automobile.

Policies

Traffic Management

- C-1 Level of Service "C" or better shall generally be maintained on all streets and intersections, lower levels of service may be accepted during peak times or as a temporary condition, if improvements to address the problem are programmed to be developed.
- C-2 The street system in residential neighborhoods should have safe and logical connections to the existing street pattern.
- C-3 The City should not approve new commercial or industrial development that encourages customers, employees or deliveries to use residential streets. The circulation system should be designed so that non-residential traffic (especially truck traffic) is confined to non-residential areas.
- C-4 The City should manage the street network so that the standards presented in policy C-9. are not exceeded. The City will require new development to mitigate the traffic impacts it causes, or the City will limit development along streets where congestion levels are unacceptable.
- C-5 The number of new driveways on Highway 246 should be minimized.
- C-6 New local streets shall be developed consistent with the goals, policies and programs of the Land Use Element of the General Plan.
- C-7 Facilities that promote the use of alternate modes of transportation, including bicycle lanes, pedestrian and hiking trails, park-and-ride lots and facilities for public transit shall be incorporated into new development, and shall be encouraged in existing development.
- C-8 The City will continue to support the policies and programs of the Santa Barbara County Congestion Management Plan.
- C-9 The following standards apply to the streets shown on Figure 5.

<p>Table 3</p> <p>ROADWAY STANDARDS</p>		
Type of Street	Land Use Served	Example
Local Residential	Adjoining residential uses	Sharon Place
Residential Collector	Sub-city residential areas	Calor Drive
Commercial Collector	Sub-city commercial and industrial areas	Avenue of Flags, McMurray Road, Industrial Way
Arterial/Rural Highway	City wide and regional land uses	Highway 246
Freeway	Regional and State lands	US 101

- C-10 The City may reduce required parking for projects that employ transit demand management strategies that reduce vehicle trips to the site.
- C-11 The City should support county-wide and local programs to reduce the number of vehicle trips associated with employment, school attendance and shopping.
- C-12 Public transit to surrounding communities shall be improved.
- C-13 A ridesharing program shall be established in Buellton to encourage carpooling for trips to other communities.
- C-14 Truck circulation routes shall be as described by Figure 5.
- C-15 Parking and storage for recreational vehicles and boats should be provided so that required off-street parking is available for passenger vehicles.
- C-16 The City shall require the provision of adequate off-street parking in conjunction with all new development. Parking shall be located convenient to new development and shall be easily accessible from the street. The adequacy and appropriateness of parking requirements in the Zoning Ordinance shall be periodically evaluated.
- C-17 No subdivision of vacant property west of Calor Drive to the proposed school site shall be approved until a detailed plan of the local street system for this entire area is approved by the City. Such a plan shall include an extension of Second Street into this area, including its general alignment, connecting the existing residential area to the new school. However, the extension of Second Street does not necessarily need to connect directly to the school site, but may do so indirectly through an intersection with another new road. The City will encourage the affected property owners to coordinate their plans.

Bicycle Circulation

- C-18 A bicycle way should be established around the town as an alternative way to do shopping and other errands, to link principal school routes, and for recreation. Such a trail system shall also provide a link to other routes that lead to the Santa Ynez River and Zaca Creek.

- C-19 The City should complete a continuous network of bike lanes and paths that connect neighborhoods with major activity centers and county bike routes.
- C-20 Bike lanes and paths should be designed and maintained to improve bicycling safety, convenience, and encourage people to use bicycles to commute to work or school.
- C-21 Figure 8 shows the City's bike routes. Bike lanes and paths along these routes should be established when:
- The street section is repaved, restriped, or changes are made to its cross-sectional design.
 - The street section is being changed as part of a development project.
 - The construction of bike lanes or paths is called for by the City's Capital Improvement Plan.
- C-22 New development should provide bike lanes and paths, secure bicycle storage and parking facilities.
- C-23 The City should encourage that bike racks be installed on regional transit vehicles.

Pedestrian Circulation

- C-24 A walking trail should be established around the town as an alternative way to do shopping and other errands, to link principal school routes, and for recreation. Such a trail system shall also provide a link to other routes that lead to the Santa Ynez River and Zaca Creek.
- C-25 The City should complete a continuous network of sidewalks and separated pedestrian paths connecting housing areas with major activity centers and with trails leading into City and county open areas.
- C-26 New development should provide sidewalks and pedestrian paths consistent with applicable State, federal and local plans, programs and standards.
- C-27 Pedestrian crossings at heavily travelled intersections should be made as safe as possible. Crossing controls should be installed when traffic levels warrant.
- C-28 A pedestrian/bicycle crossing of the 101 freeway should be considered as supplement to Highway 246. One possible location is the easterly extension of Second Street to McMurray Road.

Programs

31. The City will prepare a Capital Improvement Plan for circulation improvements consistent with this Element.

Responsible Agency/Department:	Planning Department, Public Works Department
Timeframe:	1993/94
Funding:	Developer fees, General Fund, ISTEAs monies and other sources
Monitoring:	Planning Department, Public Works Department

32. The city shall implement the trip reduction measures contained in the Santa Barbara County Air Quality Management Plan.

Responsible Agency/Department: Planning Department, Public Works Department, APCD
 Timeframe: Ongoing
 Funding: Developer fees, General Fund
 Monitoring: Planning Department, Public Works Department, APCD

33. The city shall work with the regional public transit authority, SBCAG and other interested parties to improve public transit between Buellton and surrounding communities.

Responsible Agency/Department: Planning Department, SBCAG, Transit Authority
 Timeframe: 1993
 Funding: Ridership fees, State Highway funds
 Monitoring: Community Development Agency

34. The city will work with SBCAG, APCD and other interested parties to establish a rideshare program for Buellton.

Responsible Agency/Department: Planning Department SBCAG, Transit Authority
 Timeframe: 1993
 Funding: Ridership fees, State Highway funds
 Monitoring: Planning Department

35. New development shall be required to dedicate an easement for a walking/bicycle path as illustrated on Figure 8.

Responsible Agency/Department: Planning Department
 Timeframe: Ongoing
 Funding: Developer dedications
 Monitoring: Planning Department

36. The city may use park in-lieu fees among other sources for designing and installing the walking/bicycle path.

Responsible Agency/Department: Planning Department, Public Works Department
 Timeframe: 1994
 Funding: Developer fees
 Monitoring: Planning Department, Public Works

37. Highway 246 between McMurray Road and the eastern City limits should be widened to four lanes as determined by Caltrans and the City Engineer.

Responsible Agency/Department: Planning Department, Public Works Department
 Timeframe: 1994
 Funding: Developer fees, Measure D funds, other sources
 Monitoring: Planning Department, Public Works Department

38. As new development occurs, the intersection of Industrial Way and Highway 246 should be periodically monitored to evaluate the need for a traffic signal. This intersection will require the installation of a traffic signal upon development of the commercial and industrial uses proposed in this area.

Responsible Agency/Department: Planning Department, Public Works Department
 Timeframe: 1994
 Funding: Developer fees, Measure D funds, other sources.
 Monitoring: Planning Department, Public Works Department

39. To maintain the standards described in policy C-9, the City should:

- a. Institute programs that encourage the use of alternate forms of transportation.
- b. Make changes within existing roadways to improve safety and traffic flow, including:
 - Removing on-street parking.
 - Restriping a street including the addition of bike lanes.
 - Synchronizing traffic signals.
 - Installing turn pockets at intersections.
 - Constructing center turn lanes or median islands.
- c. Consider the selective widening of streets to improve safety and efficiency.

Responsible Agency/Department: Planning Department, Public Works Department
 Timeframe: 1994
 Funding: Developer fees, Measure D funds, other sources.
 Monitoring: Planning and Public Works Departments

40. The City will study the possibility of relocating the north-bound US 101 freeway off-ramp at Highway 246 to form a signalized intersection with McMurray Road. Reconfiguration and additional turn lanes would be required to improve this intersection's level of service to accommodate buildout of nearby commercial properties and cumulative traffic volumes.

Responsible Agency/Department: Planning Department, Public Works Department, Caltrans
 Timeframe: 1994
 Funding: Developer fees, Measure D funds, other sources.
 Monitoring: Planning Department, Public Works Department

41. The City will adopt traffic mitigation fees to be charged to new development to help provide roadway improvements necessitated by such development.

Responsible Agency/Department: Planning Department, Public Works Department
 Timeframe: 1994
 Funding: Developer fees
 Monitoring: Planning Department, Public Works Department

42. The City will design intersection improvements for the Highway 246/Avenue of Flags intersection. This intersection would require reconfiguration and/or traffic signal installation to provide an acceptable level of service. Among the alternatives to be considered will be a "roundabout".

Responsible Agency/Department: Planning Department, Public Works Department, Caltrans
 Timeframe: 1994
 Funding: Developer fees, ISTEA, Measure "D" and other sources.
 Monitoring: Planning Department, Public Works Department

43. The two-lane segment of McMurray Road between Highway 246 and Damasa Road should be widened as necessary as determined by Caltrans and the City Engineer. To the extent feasible, widening should occur within the existing right-of-way.

Responsible Agency/Department: Planning Department, Public Works Department, Caltrans
 Timeframe: As needed
 Funding: Developer fees, Measure "D" and other sources
 Monitoring: Planning Department, Public Works Department

44. The City of Buellton should work with the City of Solvang and Caltrans to resolve future and existing traffic congestion concerns along the existing two-lane segment of Highway 246 extending east from the Buellton city limits to the City of Solvang. The cities and Caltrans should study the feasibility of a four-lane segment through this area and/or a secondary by-pass. Both cities should explore funding options for their share of future improvements for this segment.

Responsible Agency/Department: Planning Department, Public Works Department, Caltrans
 Timeframe: As needed
 Funding: Developer fees, Measure "D," other sources
 Monitoring: Planning Department, Public Works Department

45. The Damasa Road interchange between McMurray Road and Avenue of Flags should be improved to accommodate projected traffic flows at buildout as determined by Caltrans and the City Engineer. Interchange improvements should consider intersection operations (and possible improvements) at the Damasa Road/Avenue of Flags intersection and the Damasa Road/McMurray Road intersections.

Responsible Agency/Department: Planning Department, Public Works Department, Caltrans
 Timeframe: As needed
 Funding: Developer fees, Measure "D," other sources
 Monitoring: Planning Department, Public Works Department

46. Consistent with APCD standards, the City shall require new development to utilize the Best Available Control Technology (BACT) for all new emission sources. Implementation of these control technologies shall be applied through the review of new development projects and through the Air Pollution Control District's permitting and environmental review process.

Responsible Agency/Department: Planning Department, APCD
 Timeframe: 1994
 Funding: Permit and subdivision application fees
 Monitoring: Planning Department, APCD

47. To reduce air quality impacts associated with construction activities, the City shall revise its zoning and/or grading ordinance to require the following conditions for project approval:

- a. Water the site and the equipment in the morning and afternoon.
- b. Spread soil binders on the site, unpaved roads and parking areas.
- c. Re-establish ground-cover on the construction site.
- d. Wash trucks leaving the site.
- e. Properly tune and maintain all equipment.
- f. Use low-sulfur fuel for equipment.
- g. Provide rideshare and transit incentives to construction workers.
- h. Configure construction parking to minimize conflicts with street traffic.
- i. Minimize obstruction of through-traffic lanes.
- j. Schedule operations affecting major roadways for off-peak hours.

Responsible Agency/Department: Planning Department
 Timeframe: 1994
 Funding: General fund
 Monitoring: Planning Department

48. The City shall work with APCD to reduce mobile source emissions from new development. The City shall require new commercial and industrial development to (as applicable):

- a. Submit detailed plans for an APCD approved trip reduction plan. Such a plan shall include targets for an increase in average vehicle ridership for employees, and incentives for carpooling, transit ridership for employees, and incentives for carpooling, transit ridership, and bicycling.
- b. Provide worker/customer transit incentives. Such incentives may include reduced work hours to coincide with transit schedules, employer-provided bus passes, and direct monetary compensation for transit ridership.
- c. Accommodate local shuttle and regional transit systems.
- d. Provide transit shelters.
- e. Provide secure storage lockers for bicycles at a ratio of one locker per ten employees.
- f. Install energy-efficient heating and cooling systems.
- g. Install energy-efficient lighting and signage.
- h. Establish a park-and-ride lot consisting of twenty spaces, consistent with the requirements of Caltrans.
- i. Include landscaping in parking lots which incorporates canopy trees to shade parked cars and reduce fuel evaporation from parked cars.

Responsible Agency/Department: Planning Department
 Timeframe: 1994, and ongoing
 Funding: Permit and subdivision fees
 Monitoring: Planning Department

E. Public Facilities and Services Element

Introduction

The Public Facilities and Services Element of the General Plan establishes goals, policies and programs to insure that the provision of public services and facilities keeps pace with new development, and that present infrastructure inadequacies are remedied. This element also identifies public facilities desired by the residents of Buellton, and strategies to help pay for the infrastructure and facilities improvements needed over the time frame of the plan.

Prior to incorporation, the Buellton Community Services District (BCSD) provided water and sewer service to the Buellton community. The BCSD was formed in 1958 for the primary purposes of providing potable water and sewage treatment and disposal. The BCSD operated continuously from July 22, 1958 to July 1, 1992 when it merged with the newly formed City of Buellton (Resolution No. 91-821 of the Santa Barbara Local Agency Formation Commission (LAFCO)). The City of Buellton has now taken over the assets, liabilities, and responsibilities of the BCSD.

Summary of Services

The City of Buellton currently provides (or provides by way of contract) a variety of services, including water supply, sewage and solid waste disposal, police protection, and fire protection. The location of all city facilities is shown on Figure 6. As City continues to grow in accordance with the General Plan, services will need to be increased to accommodate the additional population.

Water Supply and Delivery

The City of Buellton Public Works Department provides water to about 950 (as of 1/1/92) municipal and industrial customers. The City is the sole provider of water service within the city limits; there is only one residence that receives domestic water from a private well rather than the City. The City does not provide water service for agricultural uses, and there are some private agricultural wells within the city boundaries.

All of the City's water is obtained from five wells that draw from two sources: the Santa Ynez River Underflow and the Buellton Upland Groundwater Basin. There are also two water treatment plants; one filters the water from the Santa Ynez River Underflow (located on McMurray Road), and the other filters the water from the groundwater well (located behind the Buellton Post Office on Highway 246).

The filtered water is pumped to three reservoirs located in the hills northwest of the City. The three reservoirs have capacities of 100,000 gallons, 300,000 gallons, and 850,000 gallons, with an overall storage capacity of 1.25 million gallons. The City can deliver up to 2,300 acre-feet annually. The BCSD had an average delivery of 1,123 acre-feet over the last five years.

The water distribution system uses gravity flow and has over 12 miles of pipelines ranging in size from 4 inches to 12 inches in diameter.

Water Rights

The City currently has a right to appropriate 1,385 acre-feet per year of water from the underflow of the Santa Ynez River. In addition the City has an entitlement to 578 acre-feet per year of water from the State Water Project, although there is currently no deliver system to transport that water. No water rights have been established yet for the Buellton Upland

Groundwater Basin. The City is currently requesting that the State Water Resources Control Board increase the City's appropriative rights to the Santa Ynez River Underflow. It is expected that these well facilities will be adequate to meet the needs of continued growth to about the year 2000. (Based on a moderate growth rate.)

State Water Project

As noted above, the City currently contracts for 578 acre-feet of water per year from the State Water Project. When the delivery system is built (expected by 1995), this water would be used to improve the overall water quality, reduce the overdraft from the upland basin, and service future growth.

Sewage Treatment

The City of Buellton Public Works Department maintains the sewage delivery and treatment facilities for about 950 to 1,000 customers (as of 7/1/93). Major improvements were recently completed on both of the City's wastewater treatment facilities. The overall capacity of the existing treatment system is 650,000 gallons of wastewater per day (gpd), but it is presently handling only 350,00 gpd during the peak summer tourist season. The excess capacity of 300,000 gpd could support up to 1,000 additional new residences (assuming 3 persons per unit). There are no significant problems with inflow and infiltration.

Solid Waste Disposal

Health Sanitation Services has a contract with the City of Buellton to provide weekly solid waste collection and disposal for Buellton residents. Valley Recycling provides curbside pickup of all recyclable materials (including aluminum, cardboard, rigid plastics, household glass, tin, newspaper, used latex paints, motor oil, used batteries, and used oil filters). Valley Recycling will soon be increasing service from every other week to every week. Santa Barbara County subsidizes the recycling collection to reduce the overall amount of waste entering the landfill.

There are no hazardous materials disposal or transfer sites in Buellton or the nearby area.

Police Services

When Buellton incorporated, it contracted with the Santa Barbara County Sheriff's Department to continue to provide police protection services to Buellton residents. The police station is located at 140 West Highway 246. The City contracts to have a deputy on duty at all times, and has purchased a patrol car. Backup support is available on a regular basis from other sheriff deputies patrolling the county. Additional support is also available during major crimes and disasters.

The County maintains a minimum standard of 1 officer for every 1,200 residents. The service provided in Buellton equates to 1 officer for every 740 residents and is considered more than adequate. As the population increases, the City should maintain at least the minimum standard of 1:1,200. In addition to traffic enforcement, the most common calls involve drugs, burglaries, and domestic problems.

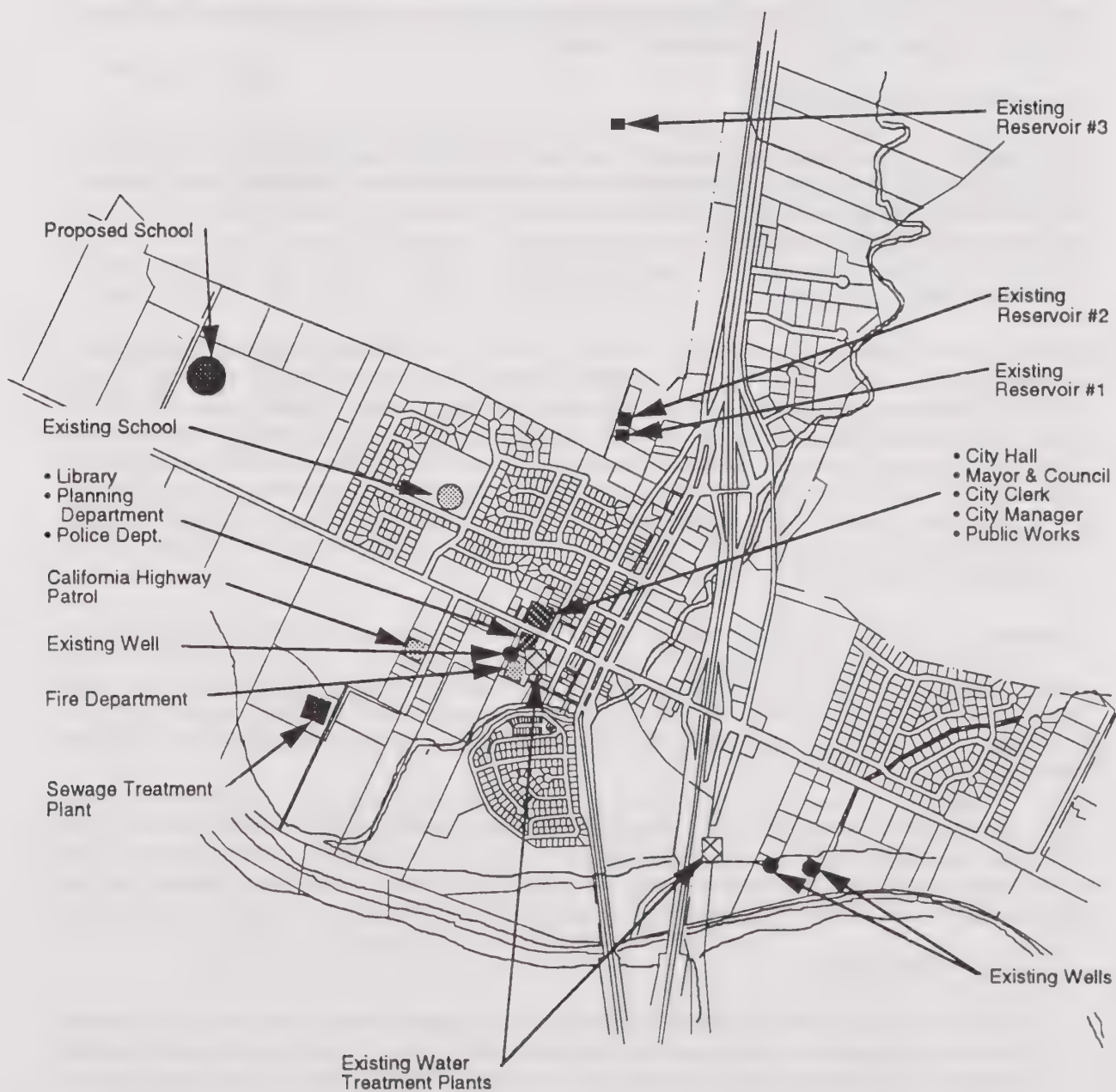
The Buellton branch of the California Highway Patrol (CHP) has a force of 21 officers, 2 sergeants, and 1 lieutenant. The primary responsibility of the CHP is traffic control and accident investigation along Highway 101. The CHP and Sheriff's Department have reciprocal agreements to assist in cases of emergencies. Emergency response times range from 10 to 15 minutes. The number of CHP officers stationed at the Buellton branch is based on a combination of total street mileage and population.

BUELLTON GENERAL PLAN

FIGURE 6
Location of
Public Services

December 1993

Scale: 1" = 1,725'



Fire Protection Services

The City of Buellton has contracted with the Santa Barbara County Fire Department to provide fire protection for the City until such time as the City forms its own fire department. County Fire Station #31 is located at 168 West Highway 246 near Industrial Way, and is equipped with the following:

- Fire engine with a 1,250 gpm capacity;
- Fire engine with a 1,000 gpm capacity;
- Brush truck; and
- Hazardous Waste Vehicle.

The emergency response time within the City limits is within one to four minutes. The station employs ten full-time people (three 24-hour shifts), and ten to twelve volunteer reserve fire fighters. The fire protection coverage is considered average.

Emergency Medical Services

The Santa Ynez Valley Hospital, located in Solvang, offers complete general medical services for Buellton residents. (Some specialized services are referred to larger hospitals.) There are about 40 doctors on staff who maintain private offices near the hospital. Mobile Life Support provides ambulance service to the hospital.

Other Emergency Services

Buellton residents can use the emergency care or counseling services of many other organizations, although none is located in the City. The Battered Women's Shelter and the Child Abuse Center both have offices in Lompoc and Santa Maria. The Good Samaritan Shelter (located in Santa Maria) is the nearest homeless shelter that operates year-round. The Santa Maria Salvation Army also operates a shelter during the winter months. Rape Crisis centers are located in Santa Barbara, Santa Maria, and Lompoc. Special emergency services for teenagers are provided through the Klein Bottle Youth Programs in Santa Barbara and Santa Maria. (Klein Bottle Youth programs provide crisis counseling and family counseling for teenagers, and the organization is connected to a runaway hot-line program.)

Schools

Local schools are operated by the Buellton Union School District and the Santa Ynez Valley Union High School District. The local school facilities are currently over-crowded. In particular, the combined elementary and middle school is in need of several more classroom facilities and updated equipment.

There are two public schools and a number of private schools available to Buellton residents. The two public schools are Jonata Elementary and Santa Ynez High School. The private schools include four pre-schools, two private elementary schools (Midland and the Family School), and two private high schools (Dunn Boarding School and the Santa Ynez Valley Christian Academy).

Jonata Elementary

Jonata Elementary provides public education for kindergarten through eighth grade students from a large geographic area, including the communities of Los Olivos, Solvang, Lompoc, and Gaviota. Approximately 30 percent of the students are bussed to school. It is the only school within the Buellton Union School District.

Enrollment at the beginning of the 1992 school year was 486 students, which is 111 students more than the school's design capacity of 375 students (15 classrooms with 25 students each). The school district is currently leasing four relocatable classrooms (trailers) to accommodate the additional students. Although the trailers provide additional space for classrooms, they do not address facility needs such as bathrooms, cafeteria, library, gymnasium, play ground areas, etc.

Santa Ynez Valley Union High School

The Santa Ynez Valley High School is the only school within the Santa Ynez Valley Union High School District. Current enrollment is 851 students, an increase of 46 students from last year. Although the facility is at capacity, the size of the school facility provides ample room for portable classrooms as needed to accommodate additional students.

Private Schools

There are several private schools in the area. Day care/pre-school services are provided by Bethania Child Care, Head Start, Homebase, the YMCA, Santa Ynez Valley Presbyterian School, and Family School. Private instruction is also available at all grade levels. Midland School and Dunn School provide private high school instruction (about two-thirds of the high school students also live on campus). Dunn also teaches local middle school students. The Santa Ynez Valley Christian Academy instructs students from kindergarten through eighth grade. College School teaches kindergarten through second grade.

Proposed Middle School

The Buellton Union School District proposes to build a middle school to alleviate the overcrowding problems in the elementary school. The district has selected a site, but has not yet purchased it. It is located just north of Highway 246 near the Jonata Elementary School and is accessible from Calor Drive. School sites within the Buellton city limits are shown on Figure 6.

Libraries

The City of Buellton provides space and utilities to the Buellton branch of the Lompoc Library. The library is located at 140 West Highway 246. The library is currently open 16 hours per week by paid staff and 2 hours per week by volunteers.

Senior Services

The Senior Citizen's Foundation is the only senior organization located directly in Buellton. It provides seniors with transportation, shopping, and other services. Most of the area's other senior service organizations are located in Solvang. They include the American Association of Retired Persons, Friendship House, Health Insurance Counseling and Advocacy Program, Meals on Wheels, Lutheran Home (independent living and nursing care), Solvang Senior Center, and Valley Haven Senior Day Care. Operation Outreach is located in Los Olivos.

Public Services Issues

- *A new middle school is needed.*

As described above, the Buellton School District plans to construct a new middle school on the west side of the City, north of Highway 246, which is reflected by the Land Use Element Map (Figure 2).

- *The following community facilities are desired:*
 - *An enlarged library and extended hours.*
 - *Health/dental services*
 - *More parks and recreation facilities, such as a new public pool and recreation center (see the Parks and Recreation Element)*

These are not listed in any particular order or priority.

- *Funding is necessary for public services improvements and desirable new facilities.*

New development is expected to pay its fair share for the cost of providing additional services. However, the cost of upgrading and expanding public services that serve the existing residents must be borne by the existing residents.

- *With relatively minor improvements, there is sufficient capacity in existing sewer and water systems to accommodate buildout of the City in accordance with the land uses described in the Land Use Element.*

The existing water and sewer systems have been constructed with additional capacity for treatment and distribution to accommodate continued growth and development of the City. Some of the water distribution lines, however, will need to be upgraded to serve new areas designated for residential development on the west side of town. In addition, the relatively flat topography on the west side of town may not permit the gravity flow of sewage to the treatment plant. This may be solved by a lift station or pump system.

Public Services Goals, Policies And Programs

Goals

1. To provide the level of public services desired by the residents at an equitable cost.
2. To insure the provision of public services keeps pace with new development.

Policies

- S-1 The City will cooperate with the school district to plan new schools and support facilities. Such cooperation will include but not be limited to notifying the service providers of subdivision applications and other development proposals. The City will require the payment of fees and other mitigations in accordance with State law.
- S-2 When deemed appropriate by the City, fiscal impact analyses may be required to determine possible fiscal effects on the City and other affected public agencies; the studies may be used to formulate conditions of approval for new projects, if deemed appropriate.

- S-3 New development should not be allowed until adequate public services and facilities to serve such development are provided.
- S-4 New development shall pay its fair share to provide additional facilities and services needed to serve such development.
- S-5 All new development shall connect to City water and sewer systems.
- S-6 Gravity flow for sewer and water service shall be employed wherever feasible.
- S-7 Public facilities, such as wells, pumps, tanks, and yards shall be located and designed so that noise, light, odors, and appearances do not significantly affect nearby land uses.
- S-8 User fees will be charged to recover the costs of City-provided services, except when administration of such fees makes them not cost effective, or fees are waived or reduced to explicitly promote some other public benefit.
- S-9 The City will enforce the applicable provisions of the Santa Barbara County Hazardous Waste Management Plan and all other applicable State, federal and local regulations dealing with the use, storage, disposal and transportation of hazardous materials.
- S-10 Engineered drainage plans may be required for development projects which (a) involve greater than five acres, and (b) incorporate construction or industrial activities or have paved surfaces which may affect the quality of stormwater runoff. Engineered drainage plans shall incorporate a collection and treatment system for stormwater runoff consistent with applicable federal and State laws.

Programs

49. The City will develop master plans for sewer, water, and storm drainage.

Responsible Agency/Department:	Public Works Department
Timeframe:	1993
Funding:	General fund, developer fees
Monitoring:	Public Works Department

50. The city will adopt and update annually a capital improvement program for sewer, water, drainage, fire, police and other facilities. Such CIP shall indicate capital projects, estimated costs, time frames, responsible agencies or departments, and possible funding sources.

Responsible Agency/Department:	Public Works Department
Timeframe:	1993
Funding:	General fund, developer fees
Monitoring:	Public Works Department

51. The City shall continue and update as necessary police and fire protection service standards to help ensure that adequate service levels are maintained.

Responsible Agency/Department:	Administration, Sheriff
Timeframe:	1994
Funding:	General fund
Monitoring:	Administration

52. The City will adopt development impact fees to offset the cost of needed public facilities and services generated by new development.

Responsible Agency/Department: Public Works Department
Timeframe: 1993
Funding: General fund, developer fees
Monitoring: Public Works Department

53. The City will explore strategies for funding to expand the library and hours of operation.

Responsible Agency/Department: Administration
Timeframe: 1993
Funding: General fund
Monitoring: Administration

54. The City will work with the Santa Barbara County Council of Governments to expand solid waste disposal capacity.








Responsible Agency/Department: Planning Department
Timeframe: 1993
Funding: General fund
Monitoring: Planning Department

55. Drainage improvements carrying storm flows along Highway 101 to the Santa Ynez River should be considered to provide adequate drainage as determined necessary by Caltrans and the City Engineer.

Responsible Agency/Department: Public Works Department
Timeframe: 1994
Funding: To be determined
Monitoring: Public Works Department

BUELLTON GENERAL PLAN

FIGURE 7
Proposed Water System
Improvements

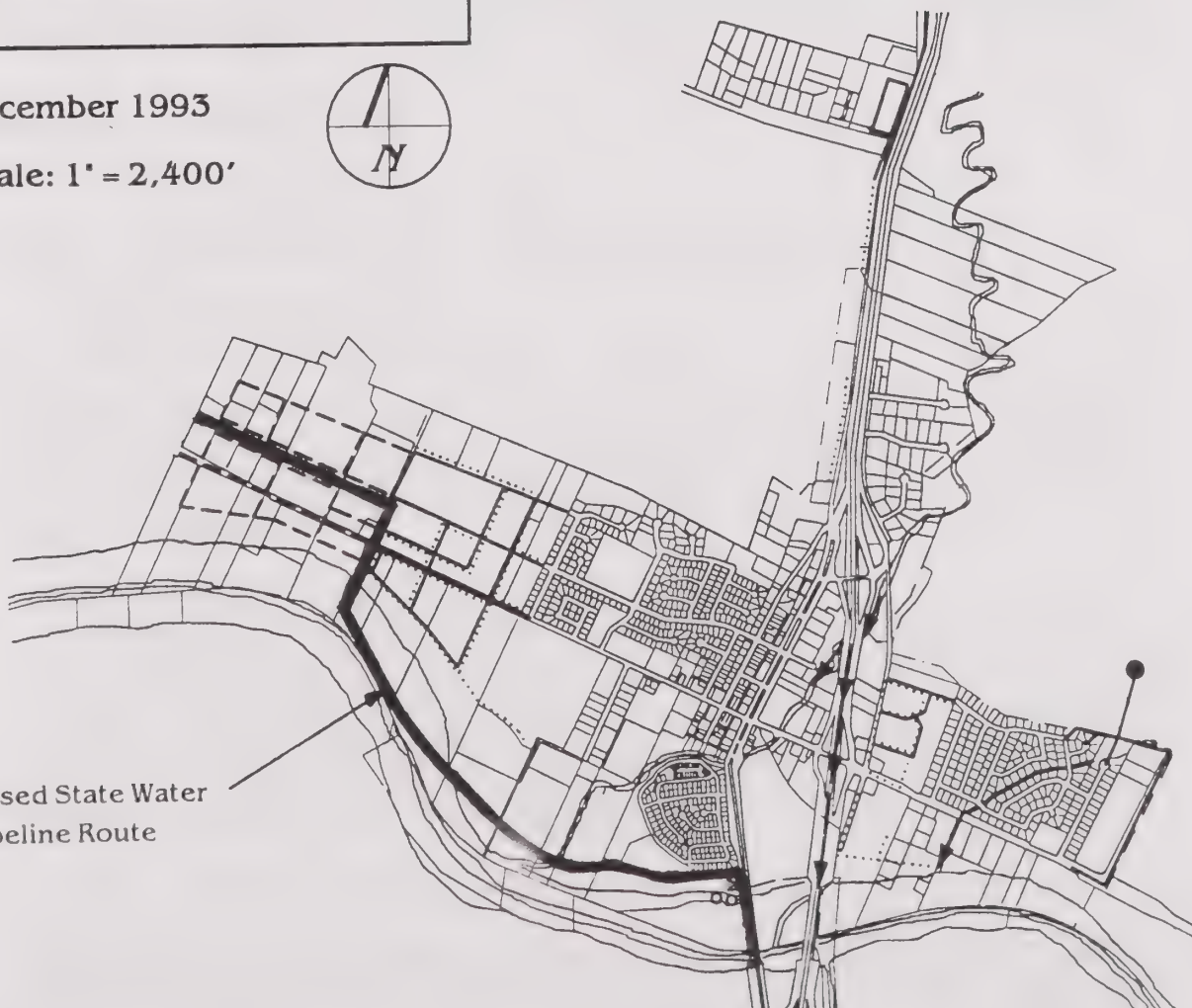
-  Proposed Water Line
-  Optional Water Line
-  Proposed Sewer Line
-  Proposed Drainage Facility
-  Proposed Wells
-  Proposed Treatment Plant
-  Proposed Reservoir

December 1993

Scale: 1" = 2,400'



Proposed State Water
Pipeline Route



F. Parks and Recreation Element

Introduction

The Parks and Recreation Element is an optional element that describes how the recreational needs of the City will be met through the time frame of the General Plan.

Existing Parks and Recreation Services

There are no public parks within the City of Buellton. Buellton residents do, however, have access to several county park facilities nearby. Nojoqui Falls County Park (about seven mile south) and Santa Rosa Park (about nine miles southwest) provide hiking and picnicking opportunities. The Zaca Creek Golf Course is park of the Rancho de Maria residential development. The course is open to the public. The Rancho de Maria subdivision homeowners' association owns and maintains a small park primarily for the use of its residents.

School Park Facilities

Jonata Elementary School has outdoor basketball courts as well as baseball and soccer/football fields. These are the only current large play fields in Buellton and are actively used for organized sports throughout the year.

Parks and Recreation Issues

- *The following community facilities are desired:*

More parks and recreation facilities and programs, especially for young people.

A public pool.

A community and/or recreation center.

Hiking/bike riding and/or equestrian trails.

The City needs more parkland and recreation programs. It may be possible to purchase additional parkland when proceeding with the acquisition of land for the middle school. A combined elementary, middle school, community park may provide sufficient space to meet the resident's recreation needs, and it may be the most efficient method to finance and maintain a new city park.

A 5.75 acre future park site (Sharon Place Park) is located northwest of the commercial core, near La Pita Place and Dawn Drive. A portion of the property is developed with a drainage control basin which is essentially a deep concrete ditch. The current plan for the site is to have picnic areas, walking paths, children's play area, multipurpose lawn areas, and a small parking lot. Residents have expressed concern that the site is not best suited for a city park. The drainage control basin is unsightly and hazardous, and the park would not be centrally located. (Although the site appears close to the downtown, it is tucked away amongst residences and not very visible or easily accessible.)

- *The Santa Ynez River floodplain offers an opportunity for a river park/trail system.*

During the General Plan workshops, many residents expressed a desire to take advantage of the open space afforded by the adjacent Santa Ynez River to construct a river park on or adjacent to the floodplain. Such a park would be primarily for hiking, horseback riding and

bicycling, but could also be equipped with picnic tables, benches and other amenities that could withstand periodic flooding during peak flows.

Parks and Recreation Goals, Policies and Programs

Goal

1. To provide parkland and recreation programs to meet the needs of all residents of the community.

Policies

- PS-1 Neighborhood parks should be incorporated into plans for development on the east and west sides of the 101 freeway.
- PS-2 The City should develop a public swimming pool in conjunction with the Buellton Union School District.
- PS-3 A community center should be developed within the City of Buellton.
- PS-4 New development shall be charged an impact fee, in addition to any applicable parkland in lieu fee or parkland dedication, to offset its proportional share of the cost of a new community center.
- PS-5 The city will use parkland in lieu fees ("Quimby" fees) collected from new development for the acquisition design and construction of new parks and pedestrian/bicycle trails, and toward a new community center. The city will investigate the possibility of joint development, use and maintenance of the community center with the Buellton Unified School District and/or Valley Recreation Programs.
- PS-6 In the case of the park site adjacent to the new school, the precise location, size and configuration shall be determined after considering the site plan for the school and the recreation-related facilities which may be included in a "joint-use" agreement. If the park sites are dedicated to the City, the allowed residential density on the affected properties shall be computed based on gross acreage (that is, including the parkland dedication area). In such cases where parkland is being dedicated, park fees which would otherwise be charged to the new development shall be waived.
- PS-7 Recreation programs for persons of all age groups should be expanded in Buellton.
- PS-8 A river park should be considered along the Santa Ynez River floodplain.
- PS-9 The City will support the development of private recreation programs and facilities, especially for youths, and shall allow such uses in commercial and industrial zones.
- PS-10 The City will explore the possibility of using school facilities for community recreation programs, with the cooperation of the school district.
- PS-11 The City should strive to achieve a ratio of five acres of parkland per 1000 residents.
- PS-12 Land dedicated or otherwise acquired for park development shall be suitable in size, shape, and topography, and free of unacceptable hazards in accordance with the City's Parks and Recreation Master Plan.

Programs

56. The city will develop a parkland in-lieu fee and/or a parks and recreation impact fee and use the fees to help install the facilities described in this plan.

Responsible Agency/Department: Planning Department, Public Works, City Engineer
 Timeframe: 1994
 Funding: General fund; in lieu fees
 Monitoring: Public Works Department

57. The city will review the long term use of city owned land and will consider using such land for a community center and/or for low income housing. Included in such consideration will be the possibility of exchanging vacant or underutilized city land in locations not suitable for these uses for other parcels which may be more appropriate for such uses.

Responsible Agency/Department: Planning Department
 Timeframe: 1994
 Funding: General fund
 Monitoring: Planning Department

58. The City will prepare a master plan for parks and recreation facilities. The master plan should include but not be limited to the following:

- a. A funding, budgeting and capital improvement program to provide, expand, maintain and operate the parks and recreation facilities and programs in Buellton;
- b. Criteria for selecting park sites;
- c. Specific plans for recreational facilities to be included in parks;
- d. A program for the development and implementation of recreation programs to meet the present and future needs of Buellton residents of all ages; and
- e. A plan for infrastructure improvements necessary to accommodate needed park facilities
- f. Maintenance and operations plans for park and recreational facilities and programs which may include a "joint use" agreement with the Buellton Union School District.

Responsible Agency/Department: Administration, Planning and Public Works
 Timeframe: 1994
 Funding: General fund, fees
 Monitoring: Administration

BUELLTON GENERAL PLAN

FIGURE 8
Bikeways/Pedestrian Trails/
Open Space

LEGEND

— - Bikeways

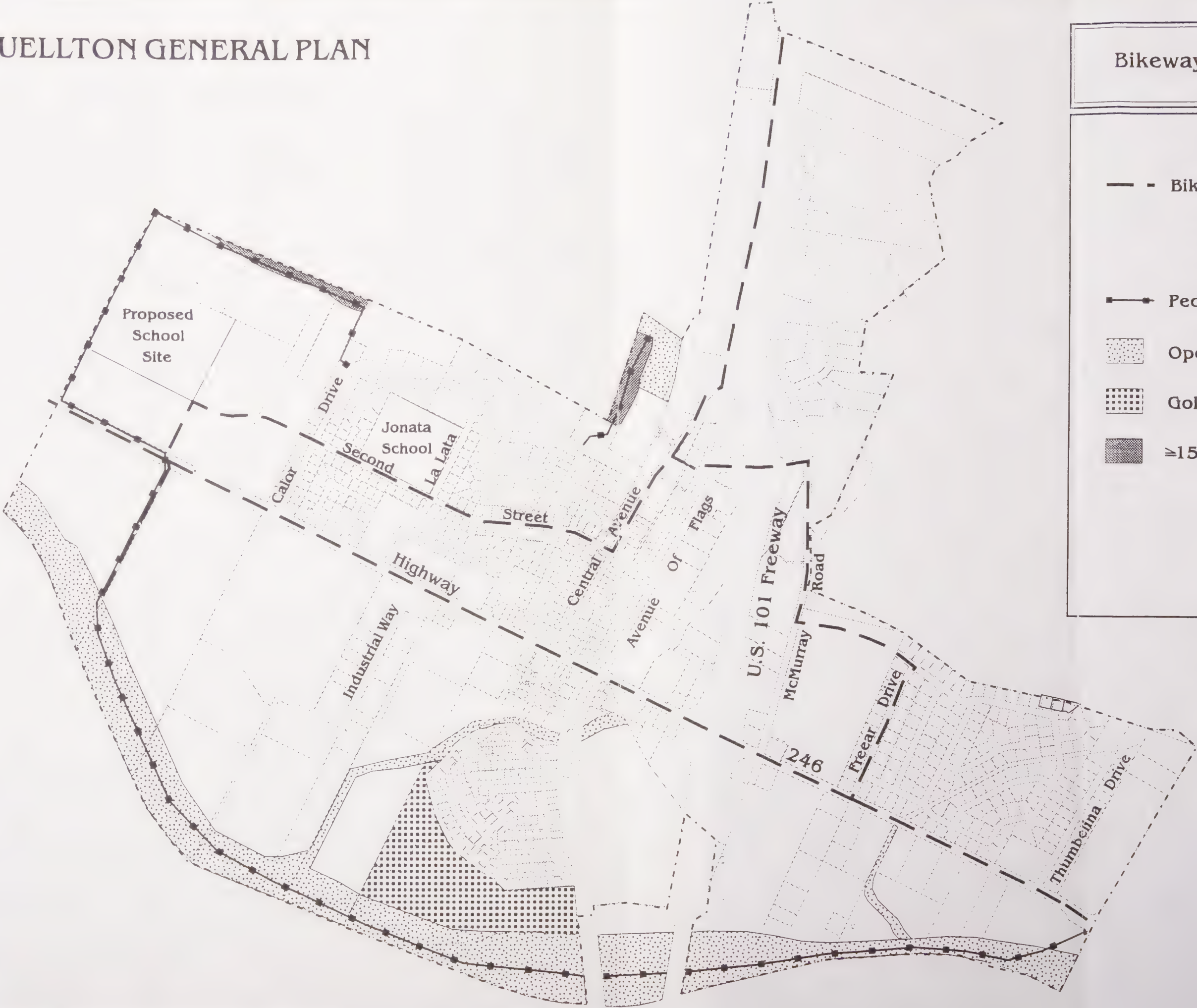
For more specific information
regarding bicycle circulation
refer to the Buellton Bikeway
Master Plan.

— ■ — Pedestrian Trail

Open Space

Golf Course

≥15% Slope



December 1993

Scale: 1" = 825'



IV. Natural Resources

The lands within and surrounding Buellton possess diverse natural resources that include open space, fertile soils, creeks, a variety of beautiful trees, and clean air. The Santa Ynez River, Zaca Creek and Thumbelina Creek provide valuable habitat for numerous species of plants and animals; the river bed is also an important source of gravel and aggregate for mining operations just outside the City. The hills provide an important visual backdrop to the town.

In addition to the natural environment, Buellton is rich in history. Many former residents, starting with the Buell family itself, played an important role in shaping the growth and development of the Santa Ynez Valley. The houses and other buildings they constructed remain a valuable reminder of the town's heritage.

Together, these natural and human-made resources form the City's setting. If the rural character and quality of life enjoyed in Buellton are to be preserved, the General Plan must contain policies and programs to protect and conserve these valuable resources in and around the town. The Natural Resources chapter of the General Plan contains the Conservation Element and Open Space Element which address these issues.

G. Conservation and Open Space Elements

Introduction

The Conservation and Open Space Elements establish policies and programs to protect and preserve the natural resources in and around Buellton, including creeks, hillsides and scenic areas.

Water

Surface Water

The major surface water feature is the Santa Ynez River. Zaca Creek is another predominate feature, while Thumbelina Creek is much smaller. Nojoqui Creek flows north and joins the Santa Ynez River south of the city limits.

Lake Cachuma is located about seven miles upstream of Buellton. It is the main source of water for much of southern Santa Barbara County, including the City of Santa Barbara, Goleta, Carpinteria, Montecito, Summerland, and the Santa Ynez River Water Conservation District. The Bureau of Reclamation releases water from Cachuma necessary to maintain adequate supplies for uses downstream, including irrigated agriculture, municipal uses by Solvang, Buellton homes and farms, and riparian vegetation.

Groundwater

The Santa Ynez Valley River Underflow extends for 33 miles in a narrow strip along the river from Lake Cachuma to the edge of the Lompoc Plain. This basin is replenished naturally by water filtration through the sand and gravel in the river channel, and the river is not subject to overdraft. The quality of the water from the riparian basin is good, but it has high concentrations of manganese and iron, which cause discoloration and an objectionable taste. The City does use the riparian basin as its main water source, but the water is treated before it is delivered to residences and businesses. The water delivered by the City meets all applicable standards for quality for domestic water supplies.

There is a second groundwater basin within the city limits. The Buellton Uplands Groundwater Basin is a very deep groundwater source, lying about 1,000 feet deep.

The *General Plan Background Report* contains more information on the water supply system of the City of Buellton,

Agricultural Land/Soils

The United States Department of Agriculture Soil Conservation Service provides a detailed map of all the soils in an area and a very detailed description of the soil characteristics. Within the City, soils vary in quality. Most of the soils in the Santa Ynez Valley are Class III and IV soils suitable for grazing and limited irrigated agriculture. There is almost no irrigated farmland in the Buellton area; few if any of the surrounding agricultural operations employ aerial spraying of fertilizers or pesticides. A more complete description of soils and soils classifications is contained in the *General Plan Background Report*.

Plants and Animals

Two basic plant communities are native to the Buellton area, oak woodland and riparian wetlands. Most of the vegetation communities within the city have been introduced and/or maintained by humans, i.e., lawns, cultivated row crops, and other agricultural fields.

Oak Woodland Habitat

There are small areas of both coast live oak (*Quercus agrifolia*) and valley oaks (*Quercus lobata*) within the city boundaries. Both species were formerly abundant in the Santa Ynez Valley. Many trees were felled during historic extended drought periods so that the cows could eat the leaves and green twigs. More recently, oaks have been removed to make room for orchards, agricultural fields, and residential/commercial developments. The coast live oak woodlands are found mostly along the drainages and hillsides. Individual trees can be found scattered about in small patches of grassland or in grain fields. Grassland vegetation is widespread on the rolling hills and flat areas surrounding Buellton. Most of these areas are either too dry to support oak woodlands or have been cleared of oaks in the past. Oaks can provide shade for a number of small animals and rodents. They can also provide rest areas for migrating birds and nesting areas for raptors.

Coast live oaks and valley oaks are not successfully reproducing in the Central Coast area. The reduced populations are a result of many factors, including grazing by domesticated livestock, deer, ground squirrels, gophers, and other herbivores. Competition from plants introduced by humans and tree removal for urbanization are also reducing the oak population.

Riparian Wetlands Habitat

The major riparian wetlands are along the Santa Ynez River, Zaca Creek, and Thumbelina Creek. Trees generally grow beside the waterways with intermittent bands of dense shrubs and understory foliage. These riparian areas support a rich variety of flora and fauna because they provide protective cover and shade, high moisture conditions, and drinking water.

The Santa Ynez River and Zaca Creek riparian corridors provide habitat for wildlife. The dense cover can provide both travel corridors and nesting areas. It is likely that a number of birds, reptiles, and amphibians are dependent on Zaca Creek and the Santa Ynez River for water. The scattered shrubs and herbaceous vegetation probably support a variety of insects, rodents, and reptiles.

Rare or Endangered Species

There is one rare or endangered plant species that might occur in the area. The *Eriogonum citharaeforme* Wats. var. *citharaeforme* is a commonly scattered annual, usually along roads and disturbed places of woodland-chaparral in mountainous parts of the county.

There are no rare or endangered wildlife species identified in the Buellton area.

Visual Resources

The three major components of the Buellton visual resources are the topography, the vegetation, and the character of its built environment. The parallel ridge lines to the north and south provide a scenic backdrop to the community, while the surrounding fields establish a pastoral feeling.

The urban character is much less well defined. The commercial buildings have no particular style or theme but rather reflect the individual tastes of owners at the time of construction. There is a

mix of Victorian, Spanish, contemporary commercial, western storefront, as well as half-timber style architecture. Vacant lots and gas stations create gaps in the commercial frontage along Avenue of the Flags, but the very wide median strip is a strong unifying element to the street.

Air Quality

Air quality in Buellton is determined by the weather and climate of the Santa Ynez Valley and by the pollutant emissions of Santa Maria, Santa Barbara, Ventura, and to some extent, the Southern California Air Basin (Los Angeles). Conversely, although Buellton is a small community with few polluting sources, it is important to consider the cumulative impact that Buellton contributes to the regional air quality.

Local Climatic Affects on Air Quality

The local climate has several affects on the regional air quality. The airflow, or wind pattern, plays an important role in moving air pollutants. Northwesterly sea breezes in the afternoon blow pollutants down the Santa Ynez Valley to just offshore of Santa Barbara. The winds reverse themselves in the morning, blowing the pollutants into Santa Barbara. This cycle of sea breezes is particularly evident in the summer months when winds are stronger and last longer.

Topography also plays a role in the regional air quality. Most of the California coastline runs generally north/south. Point Conception marks a dramatic shift to an east/west shoreline. The prevailing surface winds likewise change from northwesterly to southwesterly. This shift in orientation (along with the general terrain) can cause counterclockwise eddies to form east of Point Conception. These eddies vary from time-to-time and place-to-place, often leading to highly variable winds along the southern coastal strip.

"Santa Ana" winds can also influence regional air quality. As noted in the general discussion on climate, Santa Ana winds note a condition in which the prevailing winds switch from northwesterly to northeasterly, bringing unusually hot, dry weather to the central coast. During Santa Ana conditions, pollutants emitted in Santa Barbara, Ventura County, and the Los Angeles region are moved northward and out to sea. These pollutants are sometimes then moved back onshore in the central coast area as the winds reverse themselves.

Temperature inversions are very common along the California coast. Temperature inversions occur when upper level air masses are warmer than the air below. Because cool air tends to sink, the inversion restricts the amount of air exchange that occurs in an area. This means that pollutants are not carried out horizontally or vertically by winds, but are instead trapped in the vicinity of their origination. Inversion heights are lowest during the winter, but they are more frequent and last longer during the summer. Temperature inversion levels of 500 to 1,000 feet are common in the Buellton area, and may occur at levels as low as 250 feet.

Air Quality Regulations

Net increases of air emissions in an air basin are subject to federal, state, and local air quality rules, regulations, and standards. Ambient air quality standards have been established by the U.S. Environmental Protection Agency (EPA) at the national level and the California Air Resources Board (ARB) at the state level. The National Ambient Air Quality Standards (NAAQS) are defined as the maximum acceptable concentrations that may be achieved (annual and short term), but not exceeded more than once per year (short term standards). The California Ambient Air Quality Standards (CAAQS) are stated in terms of unacceptable concentrations that may not be exceeded.

The NAAQS determine which pollutants are subject to attainment or non-attainment status. An area is designated as non-attainment for a pollutant if ambient concentrations are above the NAAQS. Areas where insufficient data are available to make an attainment status designation are listed as unclassified. Unclassified areas are treated as attainment for regulatory purposes.

Air Quality Status of Santa Barbara County

Santa Barbara County violates California or National health standards for three pollutants: ozone, PM10 (suspended particulate matter less than ten microns in diameter), and hydrogen sulfide. Measurements collected county-wide show that both California and Nation 1-hour ozone standards, the California 24-hour PM10 standards, and the California annual PM10 standard are violated. Violations of the California 1-hour hydrogen sulfide standard have only been recorded in the Santa Maria area. The county attains all other California and National ambient air quality standards.

Air polluting sources in the Santa Ynez Valley area contribute 18 percent of the reactive organic gases and oxides of nitrogen produced in the county. These pollutants react to form ozone. As is similar to other areas of the county, most of these emissions come from on-road motor vehicles. Pesticide applications also comprise a relatively large share of the reactive organic gas emissions.

Air Quality Management Plan

The Santa Barbara County Air Pollution Control District recommends that the City of Buellton adopt "Tier 1" programs to reduce air pollution in the area. Tier 1 requires that the city appoint a transportation demand management (TDM) coordinator and implement an information dissemination program to encourage the use of transportation alternatives. Typical TDM programs are area-wide ridesharing, employee ridesharing within larger businesses, designated parking spaces for park-and-ride participants, bicycling, short range transit, parking management, telecommunications, alternative work schedules, and public education. Small rural jurisdictions like Buellton can use the resources available through the Rideshare Office, the Air Pollution Control District, the State Air Resources Board, and other agencies.

Mineral Resources

Sand, gravel, and rock are presently extracted from the Santa Ynez River bed near Buellton by Granite Construction and the Buellflat Rock Company. The area mined by the companies totals almost 300 acres, although neither company operates within the Buellton city limits. The Santa Barbara County Resource Management Department recently (October, 1992) received requests from both companies asking for approval to expand their operations. Given that the operations are cloaked by large trees and the environmental effects are minimal, the expansion plans will likely be approved.

Archaeological, Cultural and Historical Resources

Native American History and Artifacts

The lower Santa Ynez Valley, including Buellton, was once inhabited by Chumash Indians. More specifically, Buellton was the boundary area for the Purismeño and Ynezeño, two related subgroups of the Chumash. The Chumash followed a subsistence pattern which centered around hunting, fishing, and harvesting native plants and seeds. The complex social patterns of the Chumash continued until shortly after the arrival of Spanish colonists in the late 18th Century. The diseases carried by the Europeans and the subjugation practices of the Spaniards had disastrous consequences on Native American populations and aboriginal lifestyles. By 1850, few Chumash

were living in their own villages or towns; the remaining survivors lived and worked as farm laborers and ranch hands on their former lands.

Very few archaeological studies have been conducted in the area, and likewise, very few prehistoric (or historic) evidence has been found to date. It is possible that there are significant resources, especially along the stream beds, but that no studies have yet identified these resources.

European Settlement

In 1867, Rufus Thompson Buell and his brother, Alonzo Wilcox Buell, purchased a portion of the Mexican Land Grant, Rancho San Carlos de Jonata from the original grantees, Joaquin Carrillo and J.M. Covarrubias. By 1872, R. T. Buell was sole owner of the 26,430 acre ranch. Buell developed a large cheese factory, slaughter house, barns, bunkhouses, homes for employees, and a home for himself and his family. After a major drought which caused financial hardship, Buell was forced to sell 12,000 acres of land on the eastern portion of his ranch. Ten thousand acres was sold to the Danish-American Colony in 1910—the beginning of Solvang. R. T. Buell died in 1905 at the age of 78, and his eldest son, Linus (the only child of his first marriage), ran the ranch until his half brothers and sisters came of age and the land was divided. Most of the land was left to R.T.'s second wife, Emily Budd Buell. In 1980, Walter Buell, the last remaining child of R.T., died. His wife, Evelyn Buell, became the matriarch of the family. Ironically, Evelyn Buell died just hours before Buellton was inaugurated as a new city.

The *Background and Environmental Setting* report (Appendix A) contains a more complete discussion of the archaeology and history of the town.

Conservation and Open Space Issues

- *The Santa Ynez River, Zaca Creek and Thumbelina Creek are important open space, scenic, and biological resources that should be protected.*

Buellton's creeks and the Santa Ynez River are important natural resources that help define the character and natural beauty of the City. Besides providing a corridor for flood waters and recharge areas for groundwater resources, the *riparian* (relating to the bank or shore) areas along these waterways are suitable for a variety of plants associated with water and provide protective cover, shade and drinking water for a rich variety of animals. For these reasons, the general plan must provide policies and development standards for the management of the creeks and the river so that sensitive natural resources are preserved, and property is protected from the effects of flooding and erosion.

Both Thumbelina and Zaca Creek have been modified by human activities over the years. Zaca Creek north of Highway 246 and adjacent to Pea Soup Anderson's has been directed underground in a culvert, and the southerly section near its confluence with the Santa Ynez River has been channelized. The westerly end of Thumbelina Creek terminates in a concrete drainage channel adjacent to Nielson's Market. In each of these locations, most—if not all—of the natural resources associated with the creek have been lost.

The most desirable way to retain the scenic qualities, habitat value and flood control capabilities of the creeks is to preserve them in their natural state. This may be accomplished through the use of building setbacks (see below) and through restoration where new development adjoins the creeks. However, there may be circumstances where changes to the natural condition of the creeks are desirable or necessary to protect property from flooding and erosion, or for some other public purpose. For example, the portion of Zaca Creek that

crosses the redevelopment project area between Avenue of Flags and the 101 freeway (the old wild animal park) has been channelized upstream (next to the Holiday Inn) and culverted downstream next to Anderson's. While this section of the creek possesses significant riparian and other vegetation and is a scenic resource, its habitat value is low due to the surrounding land uses and the upstream and downstream treatment of the creek channel. In this case, the creek could be incorporated into the development of the site as an amenity, or it could be partially or completely culverted to allow more efficient development of the site. Either approach would require consultation with the State Department of Fish and Game, whose jurisdiction includes creek resources.

Most cities and counties require that new development maintain a minimum setback from creek resources. The setback establishes an area along the creek corridor where the removal of vegetation, the construction of new structures, grading, or other activities that are not conducive to the maintenance of a healthy creek environment are not allowed. In urban areas the setback is usually between 15 and 20 feet from the top of the creek bank, as illustrated by Figure 9. However, the setback may be wider in some places to include significant riparian habitat or the 100 year floodplain, or to accommodate a creekside trail.

- *The Santa Ynez River should be managed to protect its habitat and recreation value while allowing careful use of its gravel and aggregate resources.*

The Santa Ynez River is a local and regional resource. The wide floodplain provides a channel for flood waters and contains important biological and mineral resources. As the City and County continue to grow, the need for open space and mineral resources must be balanced against the need to preserve natural habitat areas and minimize the risk to new development.

In response to the erosion and loss of property resulting from the periodic flooding of the Santa Ynez River, Santa Barbara County adopted an ordinance requiring a minimum 200 foot setback from the top of bank for new development. The purpose of the setback is to protect structures from the collapse of the creek bank caused by the erosive force of the river during the rainy season. According to the County Flood Control District, the setback area may be used for roads and passive recreation uses, such as turf areas and hiking trails. Use of the river floodplain for a park and/or trail system was an idea that surfaced frequently during the general plan workshops.

- *New development could result in the loss of mature trees.*

Mature trees, especially native varieties such as oak, sycamore and walnut, are an important resource that adds to the beauty and character of the City. Trees also play an important role in creek environments by providing stability to the creek bank, by shading the creek to maintain water temperatures favorable for fish and other aquatic life, and by providing habitat for birds and other animals.

Because of the role trees play in the character of the community and the length of time needed to reach maturity, existing mature trees should be preserved and incorporated into new development wherever possible. The general plan should contain policies, programs and standards that promote the preservation of mature trees and provide guidelines that govern when and if existing trees should be removed, and the mitigation that will be required in the event tree removal is deemed necessary or appropriate.

- *The continued development of the City will contribute to the incremental area-wide deterioration of air quality.*

The increase in traffic resulting from development of the City in accordance with the General Plan will contribute to a cumulative adverse impact on air quality in Santa Barbara County.

- *New development could uncover or damage previously undiscovered artifacts of cultural and/or historical importance.*

Native peoples were known to inhabit the Buellton area. Although no significant archaeological sites have been identified within the City, previously unknown sites could be discovered during construction activities as the City continues to develop in accordance with the General Plan. These resources should be protected.

- *The development of previously vacant, underutilized or undeveloped lands will change the scenic qualities of the City and could adversely impact scenic resources.*

Buellton's rural setting in a small valley surrounded by hills and open agricultural land provides residents and visitors with a variety of scenic resources. The compact size of the City affords numerous vantage points from which to enjoy these resources. As previously undeveloped lands are converted to urban uses, views could be obstructed and the overall scenic quality of the City could be diminished.

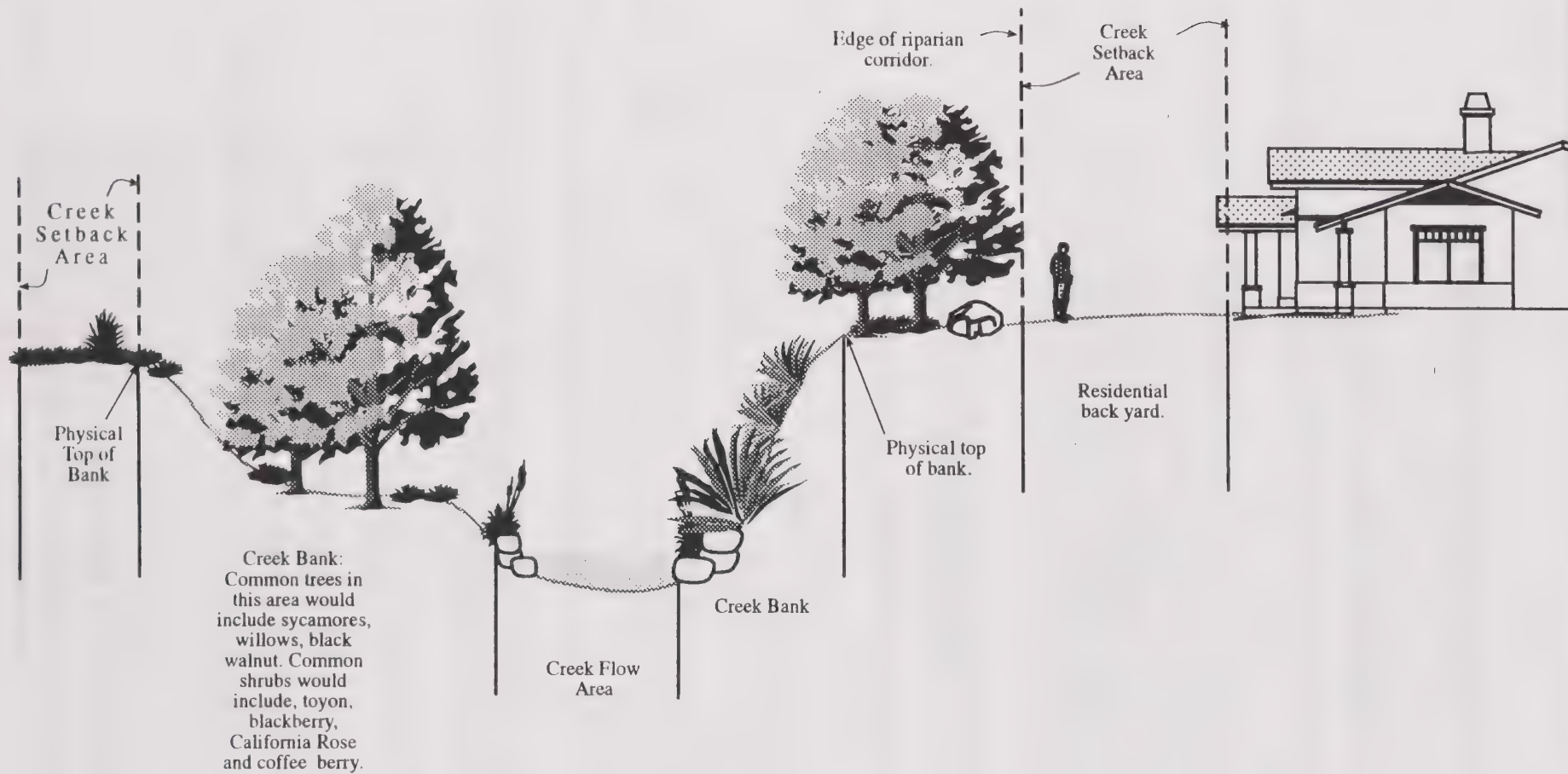


Figure 9: Creek Setbacks

Open Space/Conservation Goals, Policies And Programs

Goals

1. To protect the town's natural, cultural, visual and historical resources.
2. To provide open space, agricultural, and rural lands that meet the needs of present and future City populations.
3. To protect resources (such as creeks, sensitive habitat, and agriculture), and be sensitive to the factors which allow these resources to remain viable.
4. To provide a "greenbelt" or open spaces around the City's perimeter to: (a) define the urban limit of Buellton, (b) provide a physical separation between urban communities, (c) protect important agricultural areas from urban uses and maintain agriculture as an economically viable activity, (d) maintain the area's scenic beauty, and (e) protect the community's quality of life.
5. To provide for passive recreation on areas kept open (such as along the river) where such low intensity uses will not damage the resources that are being protected.
6. To provide continuing community education that underscores the value of the area's cultural, scenic, and natural resources.

Policies

Mineral Resources

- C/OS-1 The City should prohibit commercial mining operations within the City due to environmental and aesthetic concerns, as well as neighborhood compatibility issues associated with urban uses adjacent to mining operations.
- C/OS-2 The City should encourage Santa Barbara County to require mining operations to:
- a. Provide a buffer between existing or likely adjacent uses and the mining operation to minimize incompatibility with other nearby uses, and environmental and aesthetic impacts associated with that mining operation.
 - b. Require reclamation plans to mitigate environmental impacts and incorporate an adequate security to guarantee proposed reclamation.
 - c. Minimize impacts to local residents and City roadways.
- C/OS-3 The City and County should discourage urban uses adjacent to mining if such uses would be incompatible with mining operations, or would restrict future extraction of significant mineral resources.

Agricultural Lands

- C/OS-4 The City should encourage Santa Barbara County to:
- a. As a first priority maintain agricultural lands for agricultural uses, and require urban uses to locate within the City;

- b. Maintain agricultural land use designations on agricultural lands, and agricultural lands in the County's agricultural preserve program; and
- c. Protect agricultural lands from new highways and other similar projects that would favor or encourage urban uses or divide viable agricultural land.

C/OS-5 The City should encourage Santa Barbara County to require public and private development to:

- a. Locate urban uses within the City;
- b. Maintain large parcel agricultural zoning and prohibit the subdivision of agricultural lands to smaller lots unless such development: (1) is part of a cluster project, (2) the project will not conflict with adjacent agricultural operations; (3) will not hamper or discourage long-term agricultural operations either onsite or on adjacent agricultural lands; and (4) will not individually or cumulatively impact adjacent agriculture; and
- c. Incorporate design, construction, and maintenance techniques that protect agriculture and minimize conflicts with adjacent uses.

C/OS-6 The City shall allow and encourage activities that support local agriculture, such as the farmer's market and other special events.

C/OS-7 The City should support the County's right-to-farm ordinance and other efforts to mitigate potential impacts caused by urban development located contiguous to county agricultural lands. These additional measures may include establishing a buffer on land to be developed between new urban development and surrounding agricultural lands.

Scenic Resources

C/OS-8 The City shall require new public or private development to protect scenic resources by:

- a. Prohibiting structures along ridgelines, steep slopes, or in other highly visible locations unless no practical alternative is available, or such a location is necessary to protect public health and safety;
- b. Utilizing natural landforms and vegetation for screening structures, access roads, building foundations, and cut and fill slopes;
- c. Requiring landscaping which provides a landscape transition between developed areas and adjacent open space or undeveloped areas; and is compatible with the scenic resource being protected;
- d. Incorporating sound Soil Conservation Service practices and minimizing land alterations. Land alterations should be minimized by: keeping cuts and fills to a minimum; limiting grading to the smallest practical area of land; limiting land exposure to the shortest practical amount of time; replanting graded areas to insure establishment of plant cover before the next rainy season; and creating grading contours that blend with the natural contours on site or look like contours that would naturally occur;

- e. Designing roads, parking, and utilities to minimize visual impacts. If possible, utilities should be underground. Roadways and parking should fit the natural terrain; and
- f. Designing projects to fit the site's scale and character. Structures should be designed and located so: they do not silhouette against ridgelines, or hilltops; roof lines and vertical architectural features blend with and do not detract from the natural background or ridge outline; residential density and massing is decreased with increased elevation where it would mar the scenic quality of the scenic resource; they fit the natural terrain, and they utilize building materials, colors, and textures that blend with the natural landscape and avoid the creation of high-contrast situations.

Hillside Protection

C/OS-9 The City should require public or private development to:

- a. Locate structures, accessory structures, paving, and grading at the base of a hill (generally that area below 15 percent slope) unless: (1) no practicable alternative is available, (2) the location on a greater slope or at a greater elevation provides more aesthetic quality, or (3) the location is necessary to protect public health and safety.
- b. Utilize design, construction, and maintenance techniques that: (1) preserve and enhance the hillsides; (2) ensure that development near or on portions of a hill do not cause, or make worse natural hazards (such as erosion, sedimentation, fire, or water quality concerns); (3) include erosion and sediment control practices including temporary vegetation sufficient to stabilize disturbed areas; (4) minimize risk to life and property from slope failure, landslides, and flooding; (5) maintain the character and visual quality of the adjacent hillside.
- c. Incorporate recreation and public access on or near hillsides consistent with this Element.

Plant, Animal and Related Habitat Protection

The following policies apply to Petersen Creek, Zaca Creek Thumbelina Creek and the Santa Ynez River.

C/OS-10 The City shall support state and federal laws and policies to preserve populations of rare, threatened, and endangered species by ensuring development does not adversely affect such species or by fully mitigating adverse effects.

C/OS-11 The City shall:

- a. As a first priority, preserve creeks and their corridors as open space, and, where feasible and where protection or restoration does not interfere with good flood control practices, maintain or restore riparian habitat to protect the community's water quality, wildlife diversity, aesthetic values, and recreation opportunities.
- b. Protect riparian vegetation and restore degraded creeks on lands the City owns or develops (where protection or restoration does not interfere with good flood control practices).

- c. At select locations provide public interpretative services on City owned or managed property that contains creek resources to increase public knowledge and appreciation of such resources.
- d. Only allow creek alterations if no practicable alternative is available, or to protect public health and safety. If alterations are allowed the proposed project should utilize natural creek alterations as a first priority (i.e., stabilization methods which maintain an earthen channel and provide additional riparian vegetation). A second priority would be the utilization of gabions, rocks, and other bank stabilization methods which allow plantings (both trees and shrubs) within the bank protection. The second priority should only be utilized if the first priority is not feasible. A third priority would be hard bank protection which does not allow for plantings (such as solid walls). The third priority should only be utilized if the second priority is not feasible. Notwithstanding the above priorities, the Planning Commission or City Council may allow other alterations to creeks to allow reasonable development of property to achieve other goals, policies and programs of the General Plan.
- e. Require public or private development to locate development outside a creek corridor and creek setback area except in the following cases: (1) no practicable alternative is available; (2) the proposed location is necessary to protect public health and safety; (3) the location is necessary for the repair of roads, bridges, trails, or similar infrastructure; or (4) the location is necessary for the construction of new roads, bridges, trails, or similar infrastructure where the Community Development Director determines the project has minimized environmental impacts through project design and infrastructure placement.

C/OS-12 In the case a project proposes to encroach into a creek corridor or creek setback, the City may require public and private development to: (1) replace riparian vegetation, (2) restore another section of creek, and/or (3) pay a mitigation fee for restoration elsewhere.

C/OS-13 In the case that creek protection is required or proposed, the City should require public and private development to:

- a. Preserve creek corridors and creek setback areas through easements or dedications. Parcel lines (in the case of a subdivision) or easements (in the case of a subdivision or other development) shall be located to optimize resource protection. If a creek is proposed within an open space parcel or easement, allowed uses and maintenance responsibilities within that parcel or easement should be clearly defined and conditioned prior to map or project approval.
- b. Designate such easement or dedication areas (as enumerated in a above) as open space.
- c. Enhance creek corridors and their habitat value by: (1) providing an adequate creek setback, (2) maintaining creek corridors in an essentially natural state, (3) employing creek restoration techniques where restoration is needed to achieve a natural creek corridor, (4) utilizing riparian vegetation within creek corridors, and where possible, within creek setback areas, (5) prohibiting the planting of invasive, non-native plants (such as vinca major and eucalyptus) within creek corridors or creek setbacks, and (6) avoiding tree removals within creek corridors.

- d. Provide recreation and public access near creeks consistent with this Element..
- e. Utilize design, construction, and maintenance techniques that:
 - 1. Ensure that development near a creek will not cause, or make worse, natural hazards (such as erosion, sedimentation, flooding, or water pollution);
 - 2. Include erosion and sediment control practices such as: (1) turbidity screens and other management practices. These methods shall be used as necessary to minimize siltation, sedimentation, and erosion. Such erosion and sediment controls shall be left in place until disturbed areas are stabilized with permanent vegetation that will prevent the transport of sediment off site, and (2) temporary vegetation sufficient to stabilize disturbed areas; and

Air Quality

- C/OS-14 The City will encourage the improvement of air quality in Buellton and in the region by implementing the measures described in the Santa Barbara County Air Quality Management Plan. Such measures include, but are not limited to, measures to reduce dependence on the automobile and encourage the use of alternate modes of transportation such as buses, bicycles and walking.
- C/OS-15 The City shall, to the extent practicable, separate sensitive land uses from significant sources of air pollution.

[See also Programs 46, 47 and 48 in the Circulation Element.]

Tree Preservation

- C/OS-16 When considering the approval of activities that result in the removal of mature trees, the following factors shall be considered:
- a. The size, age, health and species of tree(s) to be removed.
 - b. Whether or not the removal of the tree(s) is necessary for the reasonable development and use of the site.
 - c. Whether the tree(s) to be removed is (are) a native or introduced species.
- C/OS-17 When mature trees are removed to accommodate new development, they shall be replaced at a ratio of at least two new trees for every one tree removed, or such additional number and size of trees as considered appropriate by the reviewing body at the time of approval of such development.
- C/OS-18 Landscaping plans for new development shall employ native varieties of plants that are drought tolerant.
- C/OS-19 The City will continue to trim and maintain trees within the public rights-of-way and public drainage channels to insure continued vigor and to protect public health and safety. The City will encourage the continued maintenance of trees on private property and, where necessary, may require trees to be trimmed or other maintenance when necessary to protect the public health and safety.

Archaeological and Cultural Resources

- C/OS-20 If development of a site uncovers cultural resources, the recommendations of Appendix K, of the *Guidelines for Implementation of the California Environmental Quality Act* (Sections 15000 et seq. of the California Code of Regulations) shall be followed for identification, documentation and preservation of the resource.
- C/OS-21 The City shall document and record data or information relevant to prehistoric and historic cultural resources which may be impacted by proposed development. The accumulation of such data shall act as a tool to assist decision-makers in determinations of the potential development effects to prehistoric and historical resources located within the City.

Programs

59. The City shall utilize the CEQA process to identify and avoid to reduce the potentially significant adverse air quality impacts of new development.

Responsible Agency/Department: Planning Department, APCD
 Timeframe: 1994
 Funding: General fund, developer fees
 Monitoring: Planning Department

60. The City will adopt a creek preservation and management ordinance to be incorporated into the zoning ordinance.

Responsible Agency/Department: Planning Department
 Timeframe: 1994
 Funding: General fund, developer fees
 Monitoring: Planning Department

61. The City will amend the zoning ordinance to incorporate the standards contained in the Open Space Element, and to prohibit sand and gravel mining within the City.

Responsible Agency/Department: Planning Department
 Timeframe: 1994
 Funding: General fund
 Monitoring: Planning Department

62. The city should amend the zoning ordinance to include the following or similar language:

The demolition or remodel of buildings considered to be of historic, cultural or architectural significance should not occur unless the following findings can be made:

Remodel or Alteration

The proposed remodel or alteration does not adversely affect the historic, cultural or architectural significance of the building or site.

Demolition

The demolition of the building does not adversely affect the historic, cultural or architectural character of the City of Buellton, or the building presents a clear hazard to occupants or to the public, which can not be feasibly corrected through restoration.

Responsible Agency/Department: Planning Department
Timeframe: 1993
Funding: General fund
Monitoring: Planning Department

V. Hazards

The Hazards section of the General Plan identifies areas subject to natural or human-made hazards, and establishes goals, policies and programs to protect people and property from their effects. This chapter also discusses ways to improve public safety and the provision of public safety services.

H. Safety Element

Introduction

The Safety Element identifies potential natural and human-made hazards and provides policies, programs and standards to protect people and property from such hazards.

Natural Hazards

Buellton is located on an alluvial terrace of the Santa Ynez River making it susceptible to flooding; and, as with most communities in California, it is subject to seismic activity.

Flooding

Zaca Creek, Thumbelina Creek and an unnamed creek all flow through Buellton to the Santa Ynez River which borders the City to the south. The Santa Ynez River, Zaca Creek, and Thumbelina Creek all produce flooding during a 100 year storm (a storm with a statistical probability of occurring once during a 100 year period) as illustrated by Figure 10. The Federal Emergency Management Act (FEMA) maps indicate there is significant flooding potential from the Santa Ynez River and Zaca Creek, and to a lesser extent from Thumbelina Creek. The extent of potential flooding as established by FEMA for the downtown area is so widespread that no specific floodway has been determined for that area.

The primary flooding problem in the central portion of the City is from Zaca Creek. During a 100-year storm, the creek overflows its channel and flood waters flow down Highway 101 and through the Avenue of Flags/Highway 246 area. The culvert under Highway 101 and Highway 246 through the Pea Soup Anderson property are currently undersized to handle the 100-year flow.

Use of the river floodplain for a park and/or trail system was an idea that surfaced frequently during the general plan workshops. While a river park would not necessarily involve structures, it would include other improvements such as benches and an all-weather bike path surface. These improvements could, under certain circumstances, also accelerate erosion or could be damaged by flood waters.

Erosion Hazards

In response to the erosion and loss of property resulting from the periodic flooding of the Santa Ynez River, Santa Barbara County adopted an ordinance requiring a minimum 200 foot setback from the top of bank for new development. The purpose of the setback is to protect structures from the collapse of the creek bank caused by the erosive force of the river during the rainy season. According to the County Flood Control District, the setback area may be used for roads and passive recreation uses, such as turf areas and hiking trails.

Buellton could also be affected by flooding as a result of a failure of the Bradbury Dam (Lake Cachuma) located about seven miles to the west. If the dam were to fail, the inundated area would be largely contained within the banks of the Santa Ynez River. Areas of Buellton that could be affected would be the Thumbelina neighborhood, and the areas closest to the river south of Highway 246.

Seismic Safety

There are no known active or potentially active faults in close proximity to Buellton; for this reason the hazard from a fault rupture is very low. Two potentially active faults that could affect Buellton

in the future are the San Andreas, located about 48 miles to the northwest, and the Santa Ynez Fault, located about six miles to the south. The San Andreas is expected to generate a very large earthquake which would cause some groundshaking in Buellton. However, the damage resulting from such an earthquake is not expected to be severe.

The likelihood of an earthquake on the Santa Ynez Fault is low by comparison. The Santa Ynez Fault is active, but its history is relatively unknown. Some estimates place the likelihood of a major earthquake on this fault at once in several hundred years to perhaps a thousand years.

Liquefaction during a major earthquake could occur in Buellton. Liquefaction occurs during an earthquake when groundwater migrates upward into sandy soils, which then become liquefied and lose their cohesiveness and their ability to support structures. The potential for liquefaction is highest in areas with sandy, alluvial soil and shallow groundwater, such as areas of the City nearest the Santa Ynez River. Liquefaction hazards can be avoided with proper foundation engineering based on an analysis of the soils on a given building site.

Natural Hazards Issues

- *New development must be protected from flood hazards.*

As described above, the creeks that flow through Buellton flood periodically. The resulting floodwaters pose a threat to people and property if not properly designed or located away from such hazards.

- *Drainage facilities serving Buellton may require expansion to accommodate additional development.*

Runoff generated from new development may necessitate improvements to the drainage system in the central portion of the City, especially in the area where Zaca Creek passes under the 101 freeway and Highway 246. In addition, the drainage system must be properly maintained to eliminate obstructions in the creek channel that could worsen flooding.

- *New development must be protected from the erosion hazard associated with the Santa Ynez River.*

As stated above, Santa Barbara County has adopted an ordinance requiring new development to maintain a 200 foot setback from the river. Although the ordinance requiring this setback no longer applies in Buellton, the County's past experience with erosion and flooding suggest that it may be prudent to establish a similar requirement. Exceptions could be considered when it can be demonstrated by a qualified geologist or other professional that a lesser setback would provide an adequate margin of safety. In the past, the County Flood Control District allowed a reduction of the 200 foot setback when it could be demonstrated that the bank where such development was proposed was composed of stable, non-erosive material such as bedrock. In these circumstances the District required a narrower setback, but in no case less than 100 feet.

Hazards Goals, Policies and Programs

Goal

1. To protect the lives and property of the residents of Buellton from unnecessary risk due to flooding, earthquakes, and other natural and human-made hazards.

Policies

- HZ-1 New development (habitable structures including commercial and industrial buildings) shall be set back at least 200 feet from the bank of the Santa Ynez River. A lesser setback may be allowed if a hydro-geologic study by a professional can certify that a lesser setback will provide an adequate margin of safety from erosion and flooding, to the satisfaction of the City Engineer, and a lesser setback will not adversely impact sensitive riparian corridors or associated plant and animal habitats.
- HZ-2 New development shall generally be set back at least 20 feet from the top of bank of Zaca Creek and Thumbelina Creek, except where culverted.
- HZ-3 New development in flood prone areas shall be subject to the requirements of the Federal Emergency Management Agency.
- HZ-4 All new development shall satisfy the requirements of the Uniform Building Code regarding seismic safety.
- HZ-5 Where liquefaction or other hazards are likely, geologic studies shall be required as a condition of project approval for new development in such places. Such places include areas near the Santa Ynez River.
- HZ-6 New development shall provide fire flow, emergency access and hydrants consistent with Fire Department requirements.
- HZ-7 The City will continue to participate in the Emergency Preparedness Program.
- HZ-8 The City shall maintain mutual aid agreements with County and other jurisdictions for assistance in emergencies.
- HZ-9 The City will encourage site planning which helps reduce crime potential through appropriate lighting, access, ease of surveillance, and other features such as alarms and security systems as may be required by the police department.

Programs

- 63. The City will amend the zoning ordinance to require new development to maintain a minimum 200 foot setback from the banks of the Santa Ynez River, and a minimum 20 foot setback from Zaca and Thumbelina Creek, except where a hydro-geologic study prepared by a qualified professional certifies that a lesser setback will provide an adequate margin of safety from erosion and flooding, to the satisfaction of the City Engineer.

Responsible Agency/Department: Planning Department
 Timeframe: 1994
 Funding: General fund
 Monitoring: Planning Department

- 64. The City will continue to participate in the National Flood Insurance Program.

Responsible Agency/Department: Planning Department
 Timeframe: 1994
 Funding: General fund
 Monitoring: Planning Department

65. The City will review and update the Subdivision Ordinance and Grading Ordinance to reflect the policies of the General Plan.

Responsible Agency/Department: Planning Department, Engineering Department

Timeframe: 1994

Funding: General fund

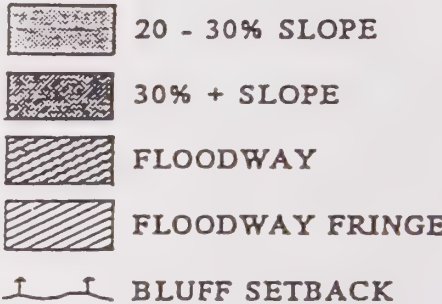
Monitoring: Planning Department, Engineering Department

BUELLTON GENERAL PLAN

FIGURE 10

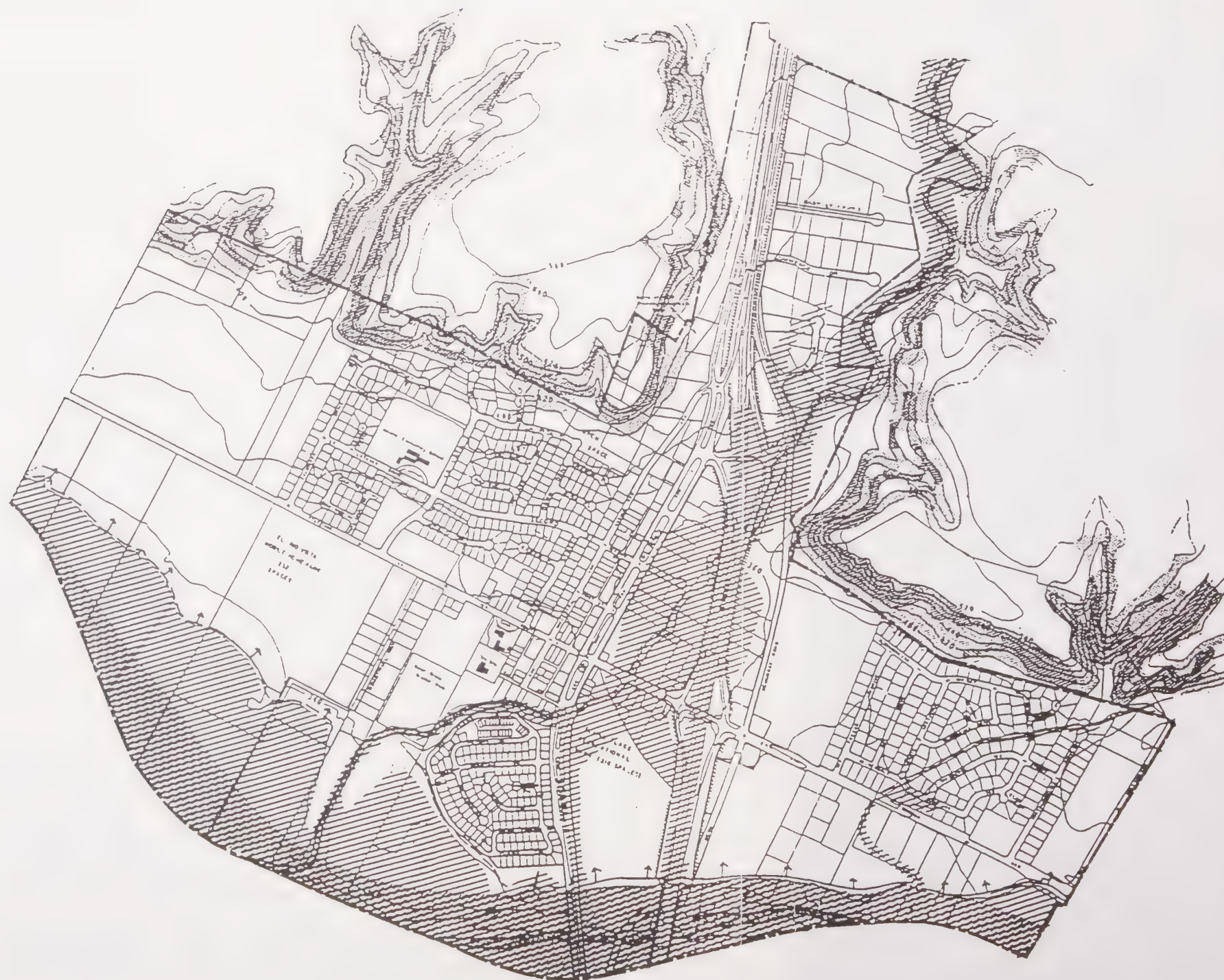
Areas of Potential Flooding

LEGEND



December 1993

Not to Scale



I. Noise Element

Introduction

The Noise Element provides policies, programs and standards to alleviate the problems associated with excessive noise. The Noise Element identifies the major sources of noise, estimates their impacts on the community, and provides various methods to mitigate the impacts. The importance of noise in the planning process stems from 1) an overall increase in noise levels, 2) the spread of noise-producing activities into formerly quiet areas, and 3) greater awareness of impacts of noise on human health.

All of the elements of the General Plan are related and interdependent. The Noise Element is most closely related to the Land Use, Circulation and Housing Elements. The Noise Element identifies noise-sensitive land uses, including residential neighborhoods, schools, churches, hospitals and playgrounds, and suggests standards that will lessen noise impacts on these land uses. The Noise Element estimates noise levels from new and existing roadways so that standards can be developed to mitigate these impacts. Lastly, the Noise Element recommends standards for the design of new housing to mitigate noise levels in high noise impact areas.

How Noise is Measured

Noise is frequently measured in decibels (dB). The A-weighted decibel (da) refers to the range of sensitivity of the human ear to sounds of different frequencies. On the da scale, the normal range of hearing is from 3 da to about 140 da. The sound level of everyday speech ranges from about 60 to 65 da. Because people are more sensitive to noise at night, sleep disturbance usually occurs at about 40 to 45 da.

There are two scales of measurement that are used to account for the increased sensitivity of noise at night; the community noise equivalent level (CNEL) and the day-night average level (Ldn). These scales apply the A-weighted decibel to measure the average level of noise that results throughout a 24-hour period. The CNEL and the Ldn apply a weighting factor to evening and nighttime values. To calculate the measurements, the day is divided into different time periods.

The CNEL and the Ldn differ in how they average noise levels, but the results are essentially the same. The following table shows how the CNEL and the Ldn apply the weighting factors to measure noise.

Table 4	
CNEL AND Ldn COMPARISON	
Community Noise Equivalent Level	
Daytime: 7 a.m. to 7 p.m. — weighting factor of 1 dB	
Evening: 7 p.m. to 10 p.m. — weighting factor of 5 dB	
Nighttime: 10 p.m. to 7 a.m. — weighting factor of 10 Db	
Day-Night Average Level	
Daytime: 7 a.m. to 10 p.m. — weighting factor of 1 Db	
Nighttime: 10 p.m. to 7 a.m. — weighting factor of 10 dB	

Source: Santa Barbara County Comprehensive Plan, Noise Element, 1986.

<p>Table 5</p> <p>MAGNITUDE OF COMMON SOUNDS</p>			
Sound	Sound Pressure Level (dB)	Relative Sound Pressure	Relative Loudness
Jet take-off, 200 feet	120	1,000	64
Riveting machine	110		32
Power mower, 5 feet	100	100	16
Motorcycle, 50 feet	90		8
Inside sports car (50 mph)	80	10	4
Vacuum cleaner	70		2
Ordinary conversation, 3 feet	60	1	1
Private business office	50		1/2
Inside average residence	40	.1	1/4
Soft whisper, 5 feet	30		1/8
Inside recording studio	20	.01	1/16
Rustle of leaves	10		1/32
Threshold of hearing	0	.001	1/64

Source: Santa Barbara County Comprehensive Plan, Noise Element, 1986.

Characteristics of Noise

There are three variables that are considered when determining the measurement of sound: the magnitude, frequency and duration. The following briefly describes the characteristics of each.

Magnitude

The magnitude of sound is its loudness. Because the human ear can pick up a wide range of sound pressure, loudness is expressed in terms of decibels, as previously discussed. Since the decibel scale is logarithmic, the manipulation of decibels is quite different from that with arithmetic figures. For example, when adding 70 dB and 70 dB, the result is not 140 dB, but 73 dB. Also, when adding two decibels with a difference between the two being equal to or greater than 10 dB (i.e., 70 dB + 60 dB), the difference in the resulting sound is not noticeable.

As a rule of thumb, a 1 dB change requires close attention to notice the difference; a 3 dB change is clearly noticeable; and a 10 dB change will be twice or half as loud.

Frequency

The second characteristic of sound measurement is frequency. Frequency is measured in Hertz (Hz), which refers to the number of times per second an object producing the sound vibrates. One Hz is equal to one vibration per second. Frequencies can range from the low roar of a diesel engine to the high-pitched sound of a jet engine. The human ear responds to frequencies ranging

from about 20 Hz to 20,000 Hz. While loudness depends on the magnitude of noise, it is also affected by frequency. For example, a 2,000 Hz tone at 5 dB sounds just as loud as a 20 Hz tone at 70 dB. In addition, a 70 dB noise at 20 Hz is quiet to the ear while a 70 dB noise at 2,000 Hz is quite loud.

Duration

The duration of noise is how long a steady noise occurs. Noise induced hearing loss is directly related to the duration of noise, combined with high magnitude and frequency. Measuring the duration of environmental noise is difficult because it is never the same for an extended period of time. It continuously fluctuates from being quiet one moment to annoyingly loud the next. To adequately measure environmental noise, it is necessary to quantify the variation in noise levels over a given period of time. Noise thresholds are used to quantify noise over time. The common thresholds are L_{90} , or the level exceeded 90 percent of the time; L_{50} , the level exceeded 50 percent of the time; and L_{10} , the level exceeded 10 percent of the time.

Different variations of magnitude, frequency and duration can influence how noise will affect a population. A specific noise that has high magnitude and frequency, and occurs over an extended period of time will be annoying to most people. However, a noise with low magnitude, high frequency and short duration, or any other combination of these factors, will affect a certain percentage of the population.

Effects of Noise

The effects of noise can be categorized as either auditory or non-auditory. Auditory effects include interference with communication and, to the extreme, hearing loss. Non-auditory effects include physiological reactions, interference with sleep, adverse affects on human performance and annoyance.

Auditory Effects

Interference with speech communication is the most common affect of noise intrusion. The impact of speech interference can be evaluated in terms of intelligibility requirements measured by the percentage of words that can be understood in a sentence. As noise levels increase, intelligibility decreases unless the people communicating move closer together or raise their voices. Most people can understand the content of a sentence with one or more words not being heard. However, once intelligibility drops below 90 percent, conversation becomes strained. For interior spaces, a noise level not exceeding 40-45 da should permit close to 100 percent intelligibility, assuming the people have normal hearing.

The worst effect of noise is hearing loss, which may be temporary or permanent. Temporary hearing loss is attributable to either brief exposure to high noise levels or long exposure to moderate noise levels. Permanent hearing loss can result from continued exposure to noise levels that can cause temporary hearing loss.

Non-Auditory

The non-auditory effects of excessive noise include physiological reactions, such as change in blood pressure or breathing rate, sleep interference, decrease in physical and mental performance, and annoyance.

Land Use Compatibility

Certain land uses are more sensitive to noise than others. Thus, uses which are noisy, and uses which are noise-sensitive, should not be located near each other. Figure 13 provides land use compatibility standards for the City of Buellton.

Noise Insulation Standards

Noise insulation standards are part of the California Code of Regulations, Title 25, and apply to multi-family dwelling units. Single-family dwelling units are excluded from the standards. The areas of concern for the insulation standards are insulation of one unit to another and isolation from exterior noise. There are certain requirements that should be met, including minimum design requirements for party walls and floor/ceiling assemblies.

The interior noise level attributable to exterior noise for residences subject to the standards shall not exceed 45 dB, in terms of the CNEL. Structures that are subject to noise levels of up to 60 dB shall require an acoustical analysis to show that the structure is designed to limit intrusion of exterior noise. The basis for determining the noise levels for multi-family structures shall be the noise contours developed for the Noise Element.

Roadway Noise

The principle sources of noise in Buellton are its major roads and highways, the US 101 freeway and Highway 246. Figures 11 and 12 show estimated noise contours (lines indicating a generally uniform level of noise) for Highways 101 and 246 for 1992. Measurements were taken for five minutes, then adjusted to account for a 24-hour period, taking into consideration the increased noise sensitivity at night. Because of slow speeds and low vehicle counts, the noise levels on the other streets in the City were not considered significant, and contours were not estimated.

Traffic noise is controlled by four major factors: speed, acceleration, road grade and road surface. As speed, acceleration and road grade increase, and as road surface worsens, vehicular noise levels will increase. Another consideration in highway noise which is becoming more prevalent is the escape of air between the treads of tires as vehicles travel along the highways. Many four-wheel drive vehicles have large treads that produce excessive noise when traveling at high speeds. It would be difficult to eliminate this type of noise however.

Commercial/Industrial Noise

Buellton has some industrial businesses that could produce noise considered excessive relative to surrounding sensitive land uses. The industrial district on Industrial Way which is adjacent to mobile parks to the east and west has generated some noise complaints in the past. As the industrial and service commercial land uses continue to develop in accordance with the General Plan, the potential for land use compatibility problems associated with noise to increase. However, measures can be taken to reduce the impacts of commercial and industrial noise, such as conducting noise-producing activities entirely inside a building and establishing design standards for new commercial and industrial uses, such as locating loading areas and parking lots away from adjoining sensitive land uses, and using noise barriers (i.e., walls).

Furthermore, noise from construction sites can present a temporary annoyance that may be controlled by regulating the days and hours when construction activities may occur.

BUELLTON GENERAL PLAN

FIGURE 11
Noise Contours,
West of Hwy 101

December 1993

Scale: 1" = 960'



BUELLTON GENERAL PLAN

FIGURE 12
Noise Contours,
East of Hwy 101

December 1993

Scale: 1" = 960'



Noise Issues

- *Noise levels are likely to increase due to urban development and increased traffic.*

As discussed above, the principal sources of noise in Buellton are Highway 246 and the US 101 freeway. The growth in traffic volumes on these highways, and the resulting increase in noise levels, is largely beyond the control of the City. However, the City can mitigate potential noise impacts associated with traffic on the highways by locating new sensitive land uses away from these noise sources, and by requiring the incorporation of sound mitigation in new development.

- *Noise sensitive land uses should be protected from excessive noise levels.*

Much of the remaining undeveloped residential land in Buellton is located on the west side of town along Highway 246. Residential development along the Highway should incorporate setbacks and other sound mitigation so that an acceptable level of noise is maintained. In addition, the Land Use Element designates additional land adjacent to existing residential neighborhoods for commercial development. Again, new development on these site must be designed with sensitivity to the potential noise impact on adjacent residences.

- *New or expanded industrial development could result in noise levels considered excessive by nearby sensitive land uses.*

Buellton has a substantial amount of undeveloped industrial land that could be developed during the timeframe of the General Plan. Industrial uses are more likely to involve noise-generating activities that could be considered a nuisance by surrounding sensitive land uses, such as residential neighborhoods.

Noise Goals, Policies and Programs

Goal

1. To preserve the rural setting of the City and protect citizens from exposure to excessive levels of noise.

Policies

- N-1 Noise/land use compatibility shall be as determined by Figure 13. In general, areas within Buellton shall be considered impacted by noise if exposed to noise levels on the exterior of a building that exceeds 65 dB, and on the interior of a building exceeding 45 da. New development producing noise levels that exceed 65 dB will not be permitted in areas containing residential or other noise sensitive land uses.
- N-2 New residential development should maintain appropriate setbacks from Highways 246 and 101 that include landscaping, berms and sound mitigation walls, as generally illustrated by Figure 14.
- N-3 New residential development shall comply with the State Noise Insulation Standards.
- N-4 New commercial and industrial development should incorporate design elements to minimize the noise impact on surrounding residential neighborhoods.

Land Use Category	Max. Interior Exposure, Ldn	Land Use Interpretation for Ldn Value			
		55	65	75	85
Residential - Single Family, Duplex, Mobile Homes	45				
Residential - Multiple Family, Dormitories, etc.	45				
Transient Lodging	45				
School Classrooms, Libraries, Churches	45				
Hospitals, Nursing Homes	45				
Auditoriums, Concert Halls, Music Shells	35				
Sports Arenas, Outdoor Spectator Sports					
Playgrounds, Neighborhood Parks					
Golf Courses, Riding Stables, Water Rec., Cemeteries					
Office Buildings, Personal, Business and Professional	50				
Commercial - Retail, Movie Theaters, Restaurants	50				
Commercial - Wholesale, Some Retail, Ind., Mfg., Util.					
Manufacturing, Communications (Noise Sensitive)					
Livestock Farming, Animal Breeding					
Agriculture (Except Livestock), Mining, Fishing					
Public Right-of-Way					
Extensive Natural Recreation Areas					

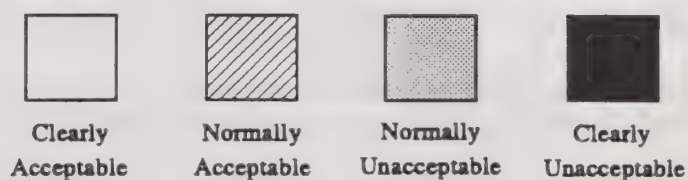


FIGURE 13 - Noise Compatibility Standards

Programs

66. The City will enforce the standards contained in the Noise Element.

Responsible Agency/Department: Planning, Police and Building Departments
Timeframe: Ongoing
Funding: General fund
Monitoring: Planning Department

67. The City will adopt development guidelines and setback requirements as part of the zoning ordinance that include design standards for sound mitigation.

Responsible Agency/Department: Planning Department
Timeframe: 1994/95
Funding: General fund
Monitoring: Planning Department

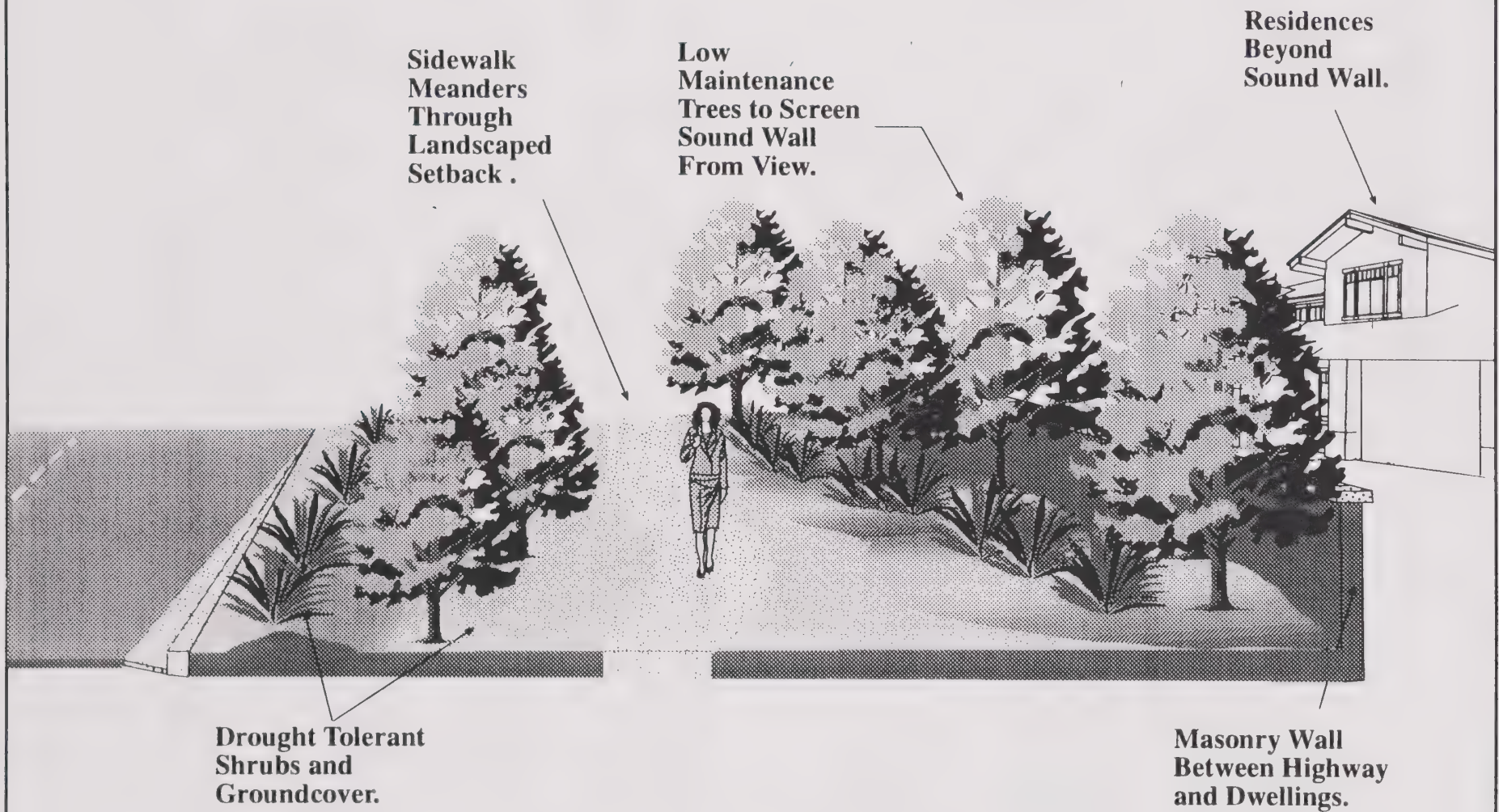


FIGURE 14 - Sound Mitigation Along Highway 246

VI. Implementation

The process of implementing or carrying out the goals, policies and programs contained in the Buellton General Plan will require the completion of a series of steps. The implementation process will begin with the formal adoption of the plan itself by the City Council after completion and certification of an environmental impact report (EIR). The EIR will identify the environmental consequences that will likely result if further land use and development occurs in Buellton as envisioned by the General Plan. The next step will be for the City to initiate amendments to its zoning ordinance and zoning map to incorporate the changes outlined in the plan.

At the conclusion of this process, the plan will be carried out through the review and approval of residential subdivisions and commercial or industrial development in accordance with the goals, policies and programs of the plan, and the establishment of new public services, facilities, and infrastructure as recommended by the plan. Table 6 summarizes the important steps toward implementation of the plan.

The plan also identifies a number of desirable objectives to be achieved in the next five years and the next ten years. These objectives are summarized in Table 7 and include the acquisition of new parks, the construction of a community center, and the construction of a community swimming pool. These objectives represent measurable milestones by which the success of the plan can be periodically evaluated. Following Table 7 is a summary implementation timeline for each program, including the responsible department/agency.

Interpreting The General Plan

The entire text of this document and the Land Use Element Map which accompanies it constitutes the Buellton General Plan. Rezoning of parcels to a higher intensity of use consistent with the land use designation on the Land Use Element Map will require that an appropriate application be filed with the City Planning Department. This will ensure that the proposal can be reviewed and appropriately conditioned so as to carry out the overall purposes and intent of this plan, and to preserve, protect and perpetuate the existing scale, design and small town character of Buellton.

The wide range and complexity of subject matter covered by the General Plan is certain to generate questions of interpretation. As questions arise, the City Planning Department can interpret the Plan and/or refer the matter to the Planning Commission. Interpretations made by the Planning Commission may be appealed to the City Council.

The word "general" is a key to understanding the nature of the plan's policies and programs. It implies overall agreement on major issues without a straight jacket of inflexibility; it implies variation and encourages innovation while working toward the achievement of common goals; and it implies the need for adjustment of policies and proposals as changing conditions may dictate. While not inflexible, neither is the plan to be viewed as totally malleable so as to accommodate whatever position or policy may be sought through interpretation.

A properly administered general plan demands that the rule of "reasonableness" be applied to permit flexibility, variation and adjustment as long as the integrity of basic policies and proposals is maintained.

Achieving Zoning Consistency with the General Plan

State Law requires the County's zoning ordinance and zone map be consistent with the policies and programs of the General Plan. In order to fulfill these requirements and give the town the types of zoning districts and procedural regulations needed, a high priority of the City after adoption of the plan should be to draft a revision of its zone map and any amendments to the ordinance necessary to fully carry out the provisions of the General Plan (this is budgeted for fiscal year 1993/94).

Annexations to the City

The General Plan does not designate land beyond the current (1993) City limits for urban development. When evaluating the appropriateness of future annexations to the City, the following criteria should be considered:

1. The costs and capability of providing adequate public facilities and the levels of government services required.
2. The effects on adjacent areas, on mutual social and economic interests, and on the government structure of the City.
3. Conformity with LAFCO policies which seek efficient patterns of urban development, including encouraging the guiding of urbanization away from existing productive agricultural lands and encouraging development of existing vacant or non-prime lands within the existing urban area before allowing development outside the current boundaries.
4. Maintaining the physical and economic integrity of agricultural lands.

(See also policy L-7, regarding annexations.)

Implementation Strategy And Annual Report

Amendments to the State Planning and Zoning Law (effective January 1, 1985), require a systematic approach to General Plan implementation. Section 65400 of the Government Code requires the Planning Department to investigate and recommend to the City Council

"...reasonable and practical means for implementing the General Plan or elements of the General Plan, so that it will serve as an effective guide for orderly growth and development, preservation and conservation of open space land and natural resources, and the efficient expenditure of public funds relating to the subjects addressed in the General Plan."

The law further requires the City Council to receive an annual report on the status of the General Plan and progress toward its implementation.

This requirement seeks to avoid the often fragmented and incomplete attention to plan implementation that has characterized the actions of some cities and counties. The most common practices have been to respond to requests for plan amendments and zoning applications, to prepare a capital improvement program, and to undertake special projects as desired.

To assist in the ongoing monitoring of the plan's implementation, Tables 7 and 8 set forth a series of objectives by which the success of the plan can be assessed.

Amendments and Updates

State law allows the General Plan to be amended four times per calendar year. Individual amendments may be initiated by the public, as for a specific development project, or by staff, the Planning Commission or City Council. The Planning Commission must review and make a recommendation to the City Council on all proposed changes to the General Plan. The City Council must decide all General Plan amendments.

To respond to change and continue to adequately address the needs of the residents of Buellton, a comprehensive revision or update of the General Plan may be needed from time to time. Although State law does not set a specific time frame for such a comprehensive update (except for the Housing Element, which must be updated at least every five years), the objectives of the Plan should be reviewed annually to determine the progress toward achievement of the goals described therein.

Implementation Goals, Policies and Programs

Goal

1. To provide for the ongoing administration and implementation of the General Plan.

Policies

- I-1 The City shall periodically review and update the General Plan when necessary to meet the changing needs of the community.
- I-2 In accordance with State law, the General Plan shall be amended no more than four times per year. Each amendment may include more than one change to the Plan.
- I-3 The City shall review and amend as necessary the Zoning Ordinance, Subdivision Ordinance and other applicable development regulations to ensure continued consistency with the General Plan.

Programs

68. The Planning Commission shall review the General Plan annually and report to the City Council on actions undertaken to carry out the implementation programs of the Plan. The Commission's report shall include, as the Commission deems appropriate, recommendations for amendments to the General Plan. This review shall also be used to satisfy the requirements of Public Resources Code Section 21081.6 (CEQA) that requires a mitigation monitoring program.

Responsible Agency/Department:	Planning, Police, and Building Departments
Timeframe:	Ongoing
Funding:	General fund
Monitoring:	Planning Department

69. The City shall review and amend as necessary the Zoning Ordinance, Subdivision Ordinance and other applicable development regulations to ensure continued consistency with the General Plan.

Responsible Agency/Department: Planning, Police, and Building Departments
Timeframe: Ongoing
Funding: General fund
Monitoring: Planning Department

Table 6

**SUMMARY IMPLEMENTATION SCHEDULE,
5- AND 10-YEAR OBJECTIVES**

Program	Time Frame			
	Within 1 Year	Within 5 Years	Within 10 Years	Ongoing
Amend zoning ordinance and map to reflect land uses and policies of the General Plan, including those dealing with incentives for affordable housing	■			
Prepare and implement capital improvement plan for public facilities, including sewer, water, roads, drainage, parks, police and fire service, among others	■			■
Prepare and implement design guidelines	■			■
Prepare concept plan for Avenue of Flags and implement through redevelopment		■		■
Establish economic development program and implement through redevelopment and ongoing incentive programs		■		■
Prepare design solution for Avenue of Flags/Hwy 246		■		
Apply for CDBG grant for housing rehabilitation		■		■
Prepare master plans for sewer, water and storm drainage, implement through new development, fees, the CIP and redevelopment		■		
Establish rideshare program for Buellton		■		■
Adopt creek protection and management ordinance		■		
Complete 80% of pedestrian path around City			■	
Complete acquisition and development of one new neighborhood parks		■		
Complete acquisition and development of three new neighborhood parks			■	
Complete construction of community recreation center			■	

VII. Appendices

Appendix A

Background and Environmental Setting Report

(Printed as a separate document.)

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Appendix B

Housing Element Background Data

Housing Element

CHAPTER 3 - BACKGROUND INFORMATION

3.1 Introduction

A Housing Element is required by California law to establish policies and programs that will support the provision of an adequate housing supply for citizens of all income levels. The intent of state law is to assure that all jurisdictions in the state provide adequate housing to all members of the community. While the state reviews the housing element to assure compliance with housing law, each jurisdiction must identify its particular issues to successfully address their housing needs.

This document provides a detailed assessment of the existing housing stock in Buellton, including data on housing types, physical condition, cost, and availability. The report also examines special housing needs of the population, such as the elderly, farmworkers and the homeless, and identifies opportunities for energy conservation when housing is constructed or remodelled. The availability and capacity of land and public services for housing development are examined along with factors that may constrain the production of affordable housing.

One requirement of housing element law is to assess the success of previous housing programs. Since Buellton just incorporated in 1992 and this is the City's first housing element, there are no prior programs to evaluate.

An understanding of existing housing conditions in the city is necessary as a basis for new housing element policies to guide the use and development of housing that will be adequate and affordable.

3.2 Housing Needs Assessment

This section begins by evaluating projected housing needs in the City of Buellton based upon the adopted Regional Housing Needs Plan prepared by the Santa Barbara County Association of Governments (SBCAG). It then assesses the housing needs of special populations such as elderly, farmworkers or handicapped citizens. Finally, this section examines the cost of housing and estimates the amount of housing overpayment that may be occurring in Buellton.

Regional Housing Needs Plan

State law requires council of government to prepare Regional Housing Needs Plans (RHNP) for all cities and counties within their jurisdiction. The intent of the plan is to ensure adequate housing opportunities for persons of varying income. The State Department of Housing and Community Development (HCD) provides guidelines for preparing such plans, and ultimately certifies the plans as adequate.

The Santa Barbara County Association of Governments (SBCAG) prepared the housing allocation plan for the cities within Santa Barbara County, and for the unincorporated portion of the county. The plan was adopted March 19, 1992.

To develop estimates of future housing need by jurisdiction, SBCAG considered several factors including the existing numbers of housing units, relative shares of lower income housing, and the number of homeless individuals. The allocation of housing units was based on the 1990 census information for the Buellton Census Designated Place (CDP), which is different from the existing city limit because Buellton was not incorporated at the time of the 1990 census.

This exercise resulted in a future countywide housing allocation that was less than the amount estimated by HCD as necessary within Santa Barbara County. Therefore, SBCAG allocated the additional housing need mandated by HCD proportionally among the seven cities and unincorporated portion of the County. The result was a finding that the City of Buellton had a basic construction need of 223 units between January 1, 1991 and July 1, 1997. Of that total, 220 units are to be the result of new construction, the remainder represent replacement of projected demolished units.

State law requires that RHNP's divide the specified housing allocation into four income groups. The income groups are defined as percentages of county median income. Table 1 displays the criteria for the four income groups.

Table 1 HCD INCOME GROUP CRITERIA	
Income Group	Criteria
Very Low	Household income is less than 50% of the county median income
Low	Household income is between 50% and 80% of the county median income
Moderate	Household income is between 80% and 120% of the county median income
Above Moderate	Household income is greater than 120% of the county median income

According to SBCAG, the 1990 breakdown of existing households by income categories within Buellton and Santa Barbara County was as follows:

Table 2 1990 HOUSEHOLDS BY INCOME GROUP, CITY OF BUELLTON AND SANTA BARBARA COUNTY				
Income Group	Buellton		Santa Barbara County	
	Households	Percentage	Households	Percentage
Very Low	266	20%	29,404	23%
Low	213	16%	21,548	17%
Moderate	253	19%	25,155	19%
Above Moderate	598	45%	53,695	41%
Total	1,330	100%	129,802	100%

Source: Santa Barbara County Association of Governments, *Regional Housing Needs Plan*, March 19, 1992.

Table 2 indicates that compared the County as a whole, Buellton has a higher percentage of housing affordable to households in the above moderate category and a lower percentage of housing available to very-low income households. To determine regional allocations by income

group, SBCAG applied the existing income percentages to the new housing construction needs. Table 3 displays the housing needs by income category as specified by the RHNP.

Table 3 NEW CONSTRUCTION NEEDS BY INCOME GROUP, TO 1997 City of Buellton		
Income Group	Housing Units	Percentage
Very Low	44	20%
Low	35	16%
Moderate	43	19%
Above Moderate	101	45%
Total	223	100%

Source: Santa Barbara County Association of Governments, *Regional Housing Needs Plan*, March 19, 1992.

According to decennial census figures, in 1980 there were 967 housing units in the Buellton CDP. By March of 1990, that figure increased to 1,424. Thus during the past 10 years, an average of about 46 housing units have been constructed annually in Buellton. Applying this trend to the next five years (which is the life of the Regional Housing Needs Plan) suggests that about 230 new houses would be constructed. Thus, for Buellton to meet the goals of the plan, housing construction must approximately parallel the past ten years.

However, prior to City incorporation (February, 1992), the Santa Barbara County Board of Supervisors implemented development policies (in 1990), that effectively halted new home construction in Buellton. Although the ordinances are no longer in effect, there have been no new homes constructed in Buellton since 1990. In addition, Buellton is most likely experiencing the result of the existing economic recession which has severely limited the number of new housing starts throughout the state and nation.

According to HCD, in 1993 median household income for a family of four in Santa Barbara County was \$40,950 (HCD May, 1993). Therefore, according to the definitions above, the income categories for a family of four in Santa Barbara County are as follows:

Table 4 HCD INCOME GROUPS Santa Barbara County, May 1993	
Income Group	Criteria
Very Low	household income less than \$22,750.
Low	household income between \$22,751 and \$36,400.
Moderate	household income between \$36,401 and \$45,500.
Above Moderate	household income greater than \$45,500.

Source: Crawford Multari & Starr, based on HCD income criteria and median income definitions.

The State Department of Housing and Community Development (HCD) defines overpayment as the circumstance where more than 25% of gross household income is spent for housing (HCD, 1988). To meet this affordability criteria, the following range of monthly rental payments, or combination of mortgage, taxes and insurance payments for owner-occupied housing would be necessary to meet the affordability criteria in Santa Barbara County.

Table 5 HCD INCOME GROUP MONTHLY PAYMENTS Santa Barbara County, 1990	
Income Group	Range of Monthly Payments
Very Low	less than \$474 per month
Low	between \$474 and \$758
Moderate	between \$758 and \$948
Above Moderate	\$948 and up.

Source: Crawford Multari & Starr, based on HCD income criteria and median income definitions.

The following table shows the monthly payments that would result from borrowing different amounts at various interest rates. The figures assume a 30 year fixed rate mortgage financing the total borrowed amount.

Table 6
MONTHLY MORTGAGE PAYMENTS

Amount Borrowed	Interest Rates				
	6%	7%	8%	9%	10%
\$50,000	\$268	\$300	\$333	\$402	\$438
\$55,000	\$295	\$330	\$404	\$443	\$483
\$60,000	\$322	\$360	\$440	\$483	\$527
\$65,000	\$390	\$432	\$476	\$523	\$570
\$75,000	\$450	\$498	\$550	\$603	\$658
\$100,000	\$600	\$665	\$734	\$805	\$878
\$125,000	\$749	\$832	\$917	\$1,005	\$1,097
\$150,000	\$899	\$998	\$1,101	\$1,207	\$1,316
\$175,000	\$1,049	\$1,164	\$1,284	\$1,408	\$1,536
\$200,000	\$1,199	\$1,331	\$1,468	\$1,609	\$1,755

Source: Crawford Multari & Starr.

While varying among banks, currently (June 1993), 30 year fixed mortgage rates can be found for about 7 - 8%. Thus, to meet the affordability criteria for the very low income group (\$474 or less per month) 44 owner-occupied units would have to be constructed that sell for not more than about \$65,000, assuming that no down-payment is made (with a down-payment, the borrowed amount still could not exceed \$65,000). Actually, the sale price would have to be less than \$65,000 to account for insurance and tax payments within the maximum monthly payment.

Only one percent of the owner-occupied housing in Buellton was valued within the price range affordable to very-low income families. The median value of owner-occupied housing in Buellton was \$223,600 according to the 1990 census. Thus, the market provides very little owner-occupied housing that is considered affordable to very-low income households.

However, it appears that the market is better at providing affordable low income rental housing. The median rental price in Buellton from the 1990 census was \$642 per month. This figure suggests that half of the rentals in the city are priced less than this amount. Because renters need not pay taxes and insurance for their dwellings, the numbers suggest that rental housing may be more affordable for low income individuals than owner-occupied housing (see also Housing Costs and Overpayment, below).

3.3 Analysis of Special Housing Needs

This section reviews the characteristics of households with special housing needs, including the elderly, large families, single-parent families, disabled persons, and farmworkers. Homeless people who cannot afford any housing are also discussed in this section.

Elderly

An analysis of the housing needs of the elderly is important for three reasons: 1) many elderly have fixed, limited incomes, 2) many elderly persons are "over-housed" (living alone in a three or four bedroom house) and 3) because some elderly have mobility and health problems, such needs can create special housing needs.

There are 539 residents aged 65 years and older in Buellton, which is 15.4 percent of the total population. This number is high compared to Santa Barbara County where only 11.4 percent of the residents are aged 65 or older. About three-fourths (73.5%) of the elderly population lives within households; the remainder live alone.

Table 7 displays the housing characteristics of elderly people in Buellton in 1990.

Table 7 HOUSING CHARACTERISTICS OF PERSONS AGED 65 AND ABOVE City of Buellton, 1990	
In Family Households ⁽¹⁾	Number
Householders	205
Spouse	147
Other Relatives	29
Non-Relatives	0
In Non-Family Households	
Male living alone	20
Male not living alone	4
Female living alone	123
Female not living alone	2
Non-Relatives	9
In Group Quarters	
Institutionalized persons	0
Other group quarters	0
TOTAL	539

- (1) The Census Bureau defines a householder for every residence. In most cases, it is the person in whose name the residence is owned or rented. A family has a householder and one or more individuals related by birth, marriage or adoption.

Source: *Census of Population and Housing, Summary Tape File 1, 1990.*

Just over a third (33%) of elderly householders own their residences in Buellton. Table 8, below, details the householder characteristics of owner occupied and rental housing by age of householders.

Table 8 HOUSEHOLDERS BY TENURE AND AGE City of Buellton, 1990		
Housing Unit Type	Number	Percentage
OWNER OCCUPIED POPULATION		
15 to 24 Years	7	< 1%
25 to 44 Years	354	37%
45 to 64 Years	280	29%
65 and over	309	33%
TOTAL	950	100%
RENTER POPULATION		
15 to 24 Years	35	9%
25 to 44 Years	227	60%
45 to 64 Years	73	19%
65 Years and Older	45	12%
TOTAL	380	100%

Source: *Census of Population and Housing, Summary Tape File 1, 1990.*

As seniors are less able to keep up with the demands of home ownership and seek apartments or condominiums, the housing units they vacate may represent a large stock that may soon be available to other buyers. In Buellton, as individuals leave the 143 units occupied by elderly people living alone, those units will re-enter the city's housing market.

Most of the senior citizens in Buellton share their homes with other family members. Elderly parents may be living with their adult children or under a similar arrangement. These units are often overcrowded; some of these people might prefer to live alone or in a separate "second" unit near the main house if such units were available and affordable.

Large Families

Large families can present special housing needs since if large families cannot find affordable, large housing units, then living conditions may become overcrowded. Table 9 shows the total occupied housing units by the number of persons living within each unit. Such information for Buellton is also compared to Santa Barbara County.

Table 9 PERSONS PER OCCUPIED UNIT City of Buellton, 1990				
Persons in Occupied Housing Units	Owner-Occupied Units		Rental Units	
	Number	Percent	Number	Percent
1 person	218	23%	79	21%
2 persons	410	43%	91	24%
3 persons	136	14%	60	16%
4 persons	122	13%	67	17%
5 persons	39	4%	42	11%
6 persons	17	2%	20	5%
7 or more persons	8	1%	21	5%
TOTAL	950	100%	380	100%
Average Persons per Occupied Unit	2.41		3.17	

Source: *Census of Population and Housing, Summary Tape File 1, 1990.*

Table 9 shows that less than 11 percent (147) of the households in Buellton are occupied by five or more persons. This proportion is virtually identical to the County as whole, and is generally low compared to other cities and counties. The existence of large families does not necessarily indicate an overcrowding problem if there are sufficient numbers of large units for such families. The physical size of units in Buellton is discussed below.

Single Parent Families

Table 10 provides a detailed breakdown of the household composition in 1990 in Buellton and Santa Barbara County. A large number of female households with no husband can indicate a possible housing problem, especially if those women have children. Affordable housing with areas for children to safely play outdoors is generally the greatest concern and need of single-parent families. Locations near day-care and/or child-care facilities are also important, especially if the parent cannot afford an automobile.

Table 10 HOUSEHOLD COMPOSITION City of Buellton and Santa Barbara County, 1990				
Household Type	Buellton		SB County	
	Number	Percent of Total	Number	Percent of Total
One Person	58	4%	7,531	5%
Married Couples (total)	880	62%	71,071	52%
with children	392	28%	32,560	24%
Male Householder, no wife (total)	19	1%	4,706	3%
with children	0	0%	2,194	2%
Female Householder, no husband (total)	81	6%	11,733	9%
with children	42	3%	6,714	5%
Non-family	371	26%	42,868	31%

Note: Sum of percentages may not equal 100 because of rounding.

Source: *Census of Population and Housing, Summary Tape File 1, 1990.*

Table 10 shows that about three percent of the households in the city consist of single-parent mothers with children. Because the earning power of women is generally less than that of men, single mothers often have a difficult time finding affordable housing and affordable child-care services. Buellton has about half the average for Santa Barbara County, and about a quarter of the average for the state of California, housing needs of these women and their children remain a concern.

The census shows that there are no single-parent fathers with children. Single fathers are generally not regarded as having a critical housing problem because men usually earn a sufficient income to pay housing and child care expenses. Still, this group does present a unique housing need that should be included in the consideration of housing units for single-parent families.

The federal government Aid for Dependent Children program (AFDC) provides support for the children in single-parent families. Depending on the household income, these families may also qualify for other federal housing assistance programs, such as Section 8 rent assistance.

With the exception of minor overcrowding discussed above, there is no evidence that elderly residents in Buellton require additional housing assistance. This element contains a program that will enable the development of secondary units that may help alleviate overcrowding (Program 9). In addition, should the need for special elderly housing arrangements such as group quarters arise

in the future, Program 19 will allow the development of such facilities subject to approval of a conditional use permit.

It is not clear whether the female-headed families in Buellton have housing needs that are not being met by some form of governmental assistance. The City intends to work with non-profit agencies in the County such as People's Self-Help Housing Corp. and the County Housing Authority to continue seeking state and federal assistance for the development of housing opportunities for low income individuals, including single-parent families (see Program 13).

Disabled

The 1990 Census recorded 341 noninstitutionalized people in Buellton that have disabilities that either prevent them from working or make self care or mobility difficult. Generally, disabled persons make-up about 10 percent of any given population; in Buellton the percentage is about 13 percent. Table 11 displays such information broken down by age and type of disability.

Table 11 PERSONS WITH WORK AND/OR MOBILITY DISABILITIES BY AGE City of Buellton, 1990		
Type of Disability	Age 16 to 64	Age 65 and over
Work Disability with no Mobility or Self Care Limitation	145	95
No Work Disability, with Mobility or Self Care Disability	25	76
Work and Mobility or Self Care Disability	157	142
Total	327	313

Source: *Census of Population and Housing, Summary Tape File 3, 1990.*

There are two major housing problems facing disabled people: the need for housing that meets particular physical needs (wheelchair accessible, etc.) and monetary needs. Because of limited job opportunities for the handicapped and disabled, their incomes are often below the median income.

The disabled or handicapped residents of Buellton have varying housing needs depending on the nature and severity of the disability. Physically disabled persons generally require modifications to the housing units such as wheelchair ramps, elevators or lifts, wide doorways, accessible cabinetry, modified fixtures and appliances, etc. If the disability prevents the person from operating a vehicle, then proximity to services and access to public transportation are important. Severely physically disabled persons may also require nursing or care facilities.

If the physical disability prevents the individual from working or limits their income, then the cost of housing and needed modification can be significant. Because physical handicaps vary, this group rarely congregates toward a single service organization. This makes estimating the number of individuals and specific needs difficult.

The physical modification of housing is not necessary to accommodate mentally disabled persons, but they will generally require special services and monetary support. Since jobs and incomes are

often limited to such individuals, affordable housing is important. Many mentally disabled persons would prefer to live independently, but because of monetary circumstances, they are forced to live with other family members or with roommates. This may cause additional stress and problems. In some instances the need for a resident assistant to help deal with crisis or challenging situations may also create special housing demands. This would suggest that there is a need for some apartment or condominium complexes that are reserved exclusively for persons requiring extra assistance in dealing with their daily routines. Many mentally handicapped persons are unable to drive, so access to public transportation is also important.

Disabled elderly often fall into one or both of the above categories. Many elderly have some minor physical handicap. For instance, climbing stairs may be difficult—especially when carrying groceries or other bulky items. Other elderly persons may have difficult cooking, cleaning, performing daily chores, or remembering to take medication. Congregate care facilities and retirement homes help meet the need of many of these individuals.

Discussions with local service providers for the disabled do not indicate a present need for group housing for disabled individuals. However, in the event that such needs arise in the future, this element contains a program that will amend the City's zoning ordinance to allow the establishment of group housing for disabled persons subject to approval of a conditional use permit (see Program 19).

Farmworkers

A study of the living conditions of migrant farm workers in California found that most of these people live in seriously substandard conditions. Overcrowding, dilapidated units, contaminated water supply, unsafe electrical wiring, and homelessness are only a few of the problems. The low wages and short or intermittent tenancy of migrant farmworkers leaves them susceptible to the high rent demands of local landlords (HCD, 1988).

The 1990 census of population found that 60 residents of the Buellton CDP are employed in farming, forestry or fishing operations. This number probably under counts migrant farmworkers who move with the seasons according to the availability of work. There are still several large tracts of productive agricultural land within the Buellton city limits that periodically employ such workers. It is not clear where migrant workers live while employed in Buellton area.

It is also important to note that the census numbers include some of the large farm parcels adjacent to the City, in particular to the northwest of the City. Thus, the actual number of farm workers within the City is probably less than indicated by the census.

Discussions with service providers such as the County Housing Authority and California Rural Legal Assistance confirmed the lack of information about actual numbers of farmworkers in Buellton. Further, housing for farmworkers has not been a significant issue in Buellton in the past. Nevertheless, this element contains a program to allow the development of farmworker housing if such need arises in the future. See Program 19.

Homeless

According to the Police Department, there are no permanent residents of the City who are homeless. There are transient homeless individuals that stop in Buellton quite frequently, often while travelling along Highway 101. The Police Department issues vouchers from the Salvation Army to assist such individuals in reaching their destinations.

The Santa Barbara County Department of Social Services recently completed a study titled *1990 Comprehensive Homeless Assistance Plan*. That study found that in 1990, there were 9 homeless people in the County.

3.4 Housing Costs and Overpayment

This section examines the affordability of housing in Buellton.

Owner-occupied Housing Costs

The 1990 census provides information on homeowner's perceptions of the value of their homes. The census specifically asks, "What is the value of this property: that is, how much do you think this house and lot or condominium unit would sell for if it were for sale?" Thus, the response does not measure market value as determined by an actual transaction; rather it measures homeowner's perceptions of the value.

The following table displays the responses to this question in quartiles for several cities in Santa Barbara County, including Buellton. Quartiles represent the amounts at which 25%, 50% and 75% of the responses lie below. In other words, 25% of the responses lie below the lower curtail value, 50% of the responses are below the median value (and thus 50% are also above the median) and 75% of the responses fall below the upper curtail value. Examining quartiles helps illustrate the distribution of responses that is not captured by other descriptive statistics such as the mean average.

Table 12 QUARTILE VALUES OF OWNER-OCCUPIED HOUSING Santa Barbara County, 1990			
Location	Lower Quartile	Median	Upper Quartile
Buellton	\$202,800	\$223,600	\$244,500
Carpenteria	\$239,100	\$284,400	\$348,400
Guadalupe	\$71,700	\$85,900	\$99,200
Solvang	\$232,000	\$300,700	\$381,100
Lompoc	\$122,500	\$144,600	\$172,100
Santa Maria	\$114,000	\$141,900	\$173,500
Santa Barbara City	\$267,500	\$346,900	\$468,300
Santa Barbara County	\$153,200	\$250,000	\$364,500

Source: *Census of Population and Housing, Summary Tape File 1, 1990.*

It is important to note that this information includes condominiums, mobilehomes, and detached single family houses. Further, the data do not distinguish among the number of bedrooms in a dwelling. Thus, a rundown four bedroom home may be included in the lower curtail value, while a new one bedroom condominium may be included in the upper curtail value. Nevertheless, the figures do provide a reasonable picture of home values within the Buellton and the county.

The above table shows that home values in Buellton falls within the middle of such values for the rest of Santa Barbara County.

Another assessment of value can be made by examining actual sales data. Such data was provided by the real estate office of ERA Real Estate in Buellton and the Board of Realtors Home Sales Listing. Although the selling prices of the houses fit well within the range of values shown in Table 12, there seemed to be more activity in the market for units at or below \$200,000. Current home prices are slightly lower than the 1990 U.S. Census Data, perhaps due to the current economic recession. For instance, homes were typically sold for prices in the upper \$100,000 to lower \$200,000 range.

Rental Housing Costs

Table 13 presents curtail values of housing rents as reported in the 1990 census. Median rent in the county was \$606 per month for all types of housing, while the median in Buellton was \$642 per month.

Table 13 QUARTILE VALUES OF CONTRACT RENT PAYMENTS Santa Barbara County, 1990			
Location	Lower Quartile	Median	Upper Quartile
Buellton	\$424	\$642	\$862
Carpenteria	\$537	\$707	\$902
Guadalupe	\$265	\$377	\$466
Solvang	\$508	\$653	\$823
Lompoc	\$377	\$463	\$579
Santa Maria	\$410	\$503	\$608
Santa Barbara City	\$532	\$670	\$897
Santa Barbara County	\$468	\$606	\$828

Source: *Census of Population and Housing, Summary Tape File 1, 1990.*

Another way to identify rental price information is to examine the rental housing market directly. Rents are ultimately determined by the interaction of supply and demand within the housing market, but the two most significant factors contributing to rental prices are location and amenities. The following table provides samples of "typical" rental housing in the Buellton area.

<p align="center">Table 14</p> <p align="center">TYPICAL RESIDENTIAL RENTAL PRICES</p> <p align="center">City of Buellton, June, 1993</p>	
Type of Unit	Current Rents
2 BR Apartment	\$600 - \$700/month
2 BR Condominium	\$750/month
3 BR, 2 Bath House	\$950 - \$995/month

Source: ERA Solvang Realty, June 1993.

The information above suggests that the average price of *available* rental housing is currently somewhat higher than the median rental prices at the time of the 1990 census. Not surprisingly, high-density rental units such as apartments and condominiums are more affordable than detached single family houses.

HCD guidelines suggest that in Santa Barbara County housing costs of less than \$474 per month are affordable to very-low income persons, and housing costs in the range of \$474 to \$758 per month are affordable to low income persons. The median rent in Buellton in 1990 was \$642. Thus, more than half of all rental housing in Buellton is affordable to low income persons.

While the monthly cost of rental housing is important, often the actual cost of moving in to a rental unit is substantially higher. Most landlords require the first and last month rental payment plus a security deposit prior to moving in. Many landlords require a minimum monthly income of up to three times the monthly rent. There will also be requirements for deposits to connect to services such as water and electricity. There may also be extra charges for additional people or pets.

Overpayment

An important component of a housing element is an assessment of the affordability of housing. One measure of affordability is the percentage of household income that is being used to pay for housing including mortgage or rent payment, interest, taxes and insurance.

Measures of overpayment vary. As mentioned above, HCD states that overpayment for housing occurs when 25% or more of gross income is paid for housing, though some federal programs use a figure of 30%. For this analysis, 25% will be used.

The decennial census of population provides information regarding the percentage of household income that residents are spending for housing. The following tables display statistics from the 1990 census for owner occupied and rental housing in Buellton.

Of the 541 owner-occupied units for which data were available, about 57% paid more than 25% of monthly household income for housing costs. Of the 360 total renter occupied units, about 56% paid more than 25% of household monthly income for rent.

The 1990 census reported 1330 total housing units in the City of Buellton; 950 units were owner-occupied, 380 units were renter occupied, and 94 units were reported as vacant. Applying the overpayment percentages from the 1990 census suggests that roughly 308 owner-occupied and 202 renter occupied units are currently overpaying for housing.

Table 15 OWNER-OCCUPIED HOUSING COST AS A PERCENTAGE OF INCOME City of Buellton, 1989			
Income Range	Number of Households paying:		
	<25% of HH income	25-34% of HH income	35%+ of HH income
\$0-10,000	0	0	16
\$10,000-19,999	20	8	5
\$20,000 +	213	150	129

Source: Census of Population and Housing, *Summary Tape File 3*, 1990.

Table 16 RENTER OCCUPIED HOUSING COST AS A PERCENTAGE OF INCOME City of Buellton, 1989			
Income Range	Number of Households paying:		
	<25% of HH income	25-34% of HH income	35%+ of HH income
\$0-10,000	0	0	58
\$10,000-19,999	7	10	36
\$20,000 +	151	57	41

Source: Census of Population and Housing, *Summary Tape File 3*, 1990.

3.5 Evaluation of Existing Housing Stock

The existing housing stock in Buellton can be described by a number of characteristics including the number of units; type (single-family, mobile home, apartments, etc.); their tenure (owner occupied vs. rentals); the number of people living in the units (household size); and unit size. Later sections of this chapter discuss cost, overcrowding, and the physical condition of homes in the city.

Number of Housing Units

The 1990 census reported 1,424 housing units in the Buellton CDP. Of this total, 94 units were vacant; this translates to a vacancy rate of 6.6%. Table 17 shows the total number of vacant and occupied units in Buellton and Santa Barbara County.

Table 17 HOUSING UNITS BY OCCUPANCY STATUS City of Buellton and Santa Barbara County, 1990				
Housing Units	Buellton		Santa Barbara County	
	Number	Percent	Number	Percent
Occupied Units	1,330	93.4%	129,802	94%
Vacant Units	94	6.6%	8,347	6%
Total Housing Units	1,424	100%	138,149	100%

Source: *Census of Population and Housing, Summary Tape File 3, 1990.*

Vacant Units

As noted above, 94 vacant units were recorded in Buellton in 1990. About half of the vacant units are mobile homes, (these can be owner occupied or rental units), and about a quarter were single family, detached units. There were eight vacant multi-family units. Generally, a two percent vacancy rate in units available for owner-occupancy owners and a six percent rate for rental units are considered optimal to keep prices down and to ensure that units are available to new and relocating residents. In Buellton, the homeowner vacancy rate and the rental vacancy rate is 5%. Table 18 shows the status of vacant units within Buellton and Santa Barbara County.

Table 18 VACANT HOUSING UNITS City of Buellton and Santa Barbara County, 1990				
Vacancy Status	Buellton		Santa Barbara County	
	Units	Percent	Units	Percent
For Rent	20	21%	3,069	37%
For Sale	48	51%	1,416	16.5%
Rented Or Sold, Not Occupied	3	3%	825	10%
For Seasonal or Occasional Use	13	14%	1,500	18%
For Migrant Workers	0	0%	44	0.5%
Other Vacant	10	11%	1,493	18%
TOTAL VACANT UNITS	94	100%	8,347	100%

Source: *Census of Population and Housing, Summary Tape File 1, 1990.*

Type of Housing Unit

Table 19 shows the percentage increase in the number of housing units in Buellton and Santa Barbara County between 1980 and 1990. Buellton experienced a 32% increase in the total number of housing units, while the County housing stock increased by 21% from 1980 to 1990.

Table 19 INCREASE IN HOUSING UNITS City of Buellton and Santa Barbara County, 1980 and 1990				
	Buellton 1980	Buellton 1990	County 1980	County 1990
Total Housing Units	967	1,424	109,654	138,149
Percent Increase	—	32%	—	21%

Source: *Census of Population and Housing, Summary Tape File 1, 1990.*

Table 20 defines the different types of housing units in the city by the number of units in the structure. Fifty-seven percent of the housing units in Buellton are single-family detached homes; attached single-family homes provide another four percent of the housing stock. Multi-family units (two or more attached units) make up 5.5 percent of the housing stock in the city.

Table 20 OCCUPIED HOUSING UNITS BY TYPE City of Buellton and Santa Barbara County, 1990				
Housing Unit Type	Buellton		Santa Barbara County	
	Units	Percent	Units	Percent
Single-family Detached	813	57%	74,941	59%
Single-family Attached	57	4%	8,347	6%
Duplex	10	0.7%	4,421	3%
3 or 4 Units	12	0.8%	7,190	6%
5 to 9 Units	15	1%	8,314	6%
10 to 19 Units	43	3%	8,258	6%
20 or More Units	0	0	8,868	7%
Mobile Home or Trailer	439	31%	7,972	6%
Other	35	2%	1,673	1%
TOTAL HOUSING UNITS	1,424	100%	129,802	100%

Note: Sum of percentages may not equal 100 because of rounding.

Source: *Census of Population and Housing, Summary Tape File 1, 1990.*

Tenure of Occupied Units

Tenure refers to whether a unit is owner-occupied or is a rental. Table 21 shows that more than two-thirds of the housing units in Buellton are owner occupied. The ownership rate in Buellton is substantially higher than the 55% rate for Santa Barbara County.

Table 21 TENURE OF OCCUPIED HOUSING UNITS City of Buellton and Santa Barbara County, 1990				
Type of Occupied Unit	Buellton		Santa Barbara County	
	Units	Percent	Units	Percent
Owner Occupied	950	71%	71,043	55%
Renter Occupied	380	29%	58,759	45%
Total Occupied Units	1,330	100%	129,802	100%

Source: *Census of Population and Housing, Summary Tape File 1, 1990.*

More than two-thirds of the owner-occupied units in Buellton are single-family homes, as shown in Table 22. Just under three-fourths of the rental households in Buellton rent single family units, while less than a quarter are multi-family rentals.

Table 22 TENURE BY TYPE OF OCCUPIED UNITS City of Buellton, 1990				
Unit Type	Owner Occupied		Rental	
	Units	Percent	Units	Percent
Single-family Detached	556	59.4%	234	62%
Single-family Attached	22	2%	30	8%
Multi-family	6	0.6%	66	17%
Mobile Home or Trailer	355	37%	36	9%
Other	11	1%	14	4%
Total	950	100%	380	100%

Note: Sum of percentages may not equal 100 because of rounding.

Source: *Census of Population and Housing, Summary Tape File 1, 1990.*

Persons per Household

The overall average household size in Buellton is 2.63. This is less than California as a whole, which is 2.79 persons per household. The average number of persons per household in the city (Table 23) is calculated by dividing the population by the number of housing units. The purpose of this calculation is to evaluate if a particular housing type has a significantly larger household size. Rental units generally show larger household size than the owner-occupied units. Overall, the highest ratio of persons per household was in single-family rental units (3.61 persons per unit).

Table 23 PERSONS PER HOUSEHOLD OF OCCUPIED UNITS City of Buellton, 1990		
Unit Type	Owner-Occupied Units	Rental Units
Single-family Detached	2.86	3.61
Single-family Attached	2.36	2.80
Multi-family	3.16	2.19
Mobile Home or Trailer	1.70	2.77

Source: *Census of Population and Housing, Summary Tape File 1, 1990.*

Size of Housing Units

Table 24 shows the housing stock by number of rooms (not including kitchens and bathrooms) for all housing units. Most housing units in Buellton have four to six rooms plus a kitchen and bathroom(s). This range is comparable to Santa Barbara County. The distribution of various sized housing in units in Buellton seems to parallel the rest of the county.

Table 24 SIZE OF HOUSING UNITS City of Buellton, 1990		
Number of Rooms	Units	Percent
1 Room	47	3%
2 Room	66	5%
3 Rooms	179	13%
4 Rooms	253	18%
5 Rooms	350	25%
6 Rooms	346	24%
7 Rooms	135	9%
8 Rooms	29	2%
9 or More Rooms	19	1%
Total Housing Units	1,424	100%

Source: *Census of Population and Housing, Summary Tape File 1, 1990.*

3.6 Existing Housing Conditions

This section will discuss the extent to which housing units in the city are overcrowded, the structural condition of the units, and the general age of the housing stock.

Overcrowding

The U.S. Census Bureau defines overcrowding as occurring when a housing unit is occupied by more than the equivalent of one person per room (not including kitchens and bathrooms). A typical home might have three bedrooms, a living room and a dining room, for a total of five rooms. If more than five people were living in the home, it would be considered by the Census Bureau to be overcrowded. Because some households require less "space" per person, there is some question on whether units with slightly more than one person per room really have an overcrowding problem; in most cases, though, units with more than 1.01 persons per room are overcrowded. Units with more than 1.5 persons per room are considered highly overcrowded, and should be recognized as a significant housing problem. Table 25 shows the persons per room for homeowners and renters in Buellton and Santa Barbara County.

Table 25				
TENURE BY PERSONS PER ROOM				
City of Buellton and Santa Barbara County, 1990				
Persons per Room	Buellton City		Santa Barbara County	
	Number	Percent	Number	Percent
OWNER OCCUPIED UNITS				
1.00 or Less	910	96%	67,783	95%
1.01 to 1.50	27	3%	1,834	3%
1.51 or More	13	1%	1,436	2%
TOTAL	950	100%	71,053	100%
RENTAL UNITS				
1.00 or Less	309	81%	48,693	81%
1.01 to 1.50	36	10%	4,099	7%
1.51 or More	35	9%	6,957	12%
TOTAL	380	100%	59,749	100%

Note: Sum of percentages may not equal 100 because of rounding.

Source: *Census of Population and Housing, Summary Tape File 1, 1990.*

Buellton has a lower incidence of overcrowding compared to the County as a whole. Eight percent of the entire occupied housing in the City contains more than one person per room, compared to about 11 percent for Santa Barbara County. Forty-eight units are considered highly overcrowded—that is, they have more than 1.5 persons per room. Two-thirds of such units are rentals.

Structural Housing Conditions

CMS surveyed the structural condition of homes in Buellton. The results of this survey are shown in Table 26. The structural condition of the housing units were reported as "sound"; in need of "minor rehabilitation", "moderate rehabilitation", "substantial rehabilitation"; or "dilapidated". The rating system follows requirements established by the California Department of Housing and Community Development (HCD). The rating system assigned points to five exterior components of a dwelling unit: the foundation, roof, siding, windows, and doors. The greater the level of deterioration in any one element, the higher the point score. The classification of a dwelling unit is based on the total point score, according to the following rating system: sound—0 to 9 points; minor—10 to 15 points; moderate—16 to 39 points; substantial—40 to 55 points; and dilapidated—56 points or more points.

A sound dwelling unit is one which requires no repairs or only needs deferred maintenance (painting, roof patching, etc.). A unit needing minor rehabilitation will require several types of deferred maintenance or structural repair of one exterior element. Moderate rehabilitation indicates that one or two structural repairs are necessary in addition to deferred maintenance. A dwelling unit in need of substantial rehabilitation requires the repair or replacement of most exterior elements. A dilapidated dwelling unit requires the replacement of all exterior elements and is generally considered infeasible to repair.

Table 26 HOUSING CONDITION SURVEY RESULTS City of Buellton, June, 1993		
Condition	Number	Percent
Sound	1,408	99%
Minor Rehabilitation	4	0.02%
Moderate Rehabilitation	12	0.08%
Substantial Rehabilitation	0	0
Dilapidated	0	0
TOTAL HOUSING UNITS SURVEYED	1,424	100%

Source: Crawford Multari & Starr, June, 1993.

Virtually all housing units are in sound condition. The overall appearance of the city is of well-maintained homes.

Age of Housing Stock

Another indication of the quality of the housing stock is its general age. Table 27 shows that about 32 percent of the housing units in Buellton have been built since 1980.

Table 27 HOUSING UNITS BY AGE City of Buellton, 1992		
Year Structure Built	Units	Percent
1990 to September 1992	0	0%
1980 to March 1990	457	32%
1970 to 1979	496	35%
1960 to 1969	253	18%
1950 to 1959	102	7%
Prior to 1950	116	8%
Total Units	1,424	100%

Source: U.S. Census of Population and Housing, Summary Tape File 1, 1990.

3.7 Land and Services for Residential Development

This section evaluates the availability of land and public services in Buellton for future residential development.

Land Availability

Table 28 summarizes vacant land within the City limits that is proposed to be designated for residential uses under the proposed land use element. The actual densities will be established in the zoning ordinance upon adoption of the proposed general plan. The general location of vacant residential lands are shown in Figure 1.

The mixed-use designation will permit residential development in conjunction with commercial development along the Avenue of Flags.

Table 28 VACANT LAND SUITABLE FOR RESIDENTIAL DEVELOPMENT City of Buellton, 1992				
Land Use Category	Vacant Acres	Density (units/acre)	Potential Units	Income Category ⁽¹⁾
Single Family Residential	132	3 - 6	396 - 792	Above Moderate
Medium Density Residential	5	4 - 8	20 - 40	Moderate
Multi-Family Residential	7	9 - 16	63 - 112	Low/Very Low
Mixed-Use	NA	See Note (2)	0 - 100	Low/Very Low
Total	144	NA	479 - 1,043	

- Notes: (1) Units affordable to these incomes groups are feasible at these sites at the indicated densities. Actual projects may involve housing mixes that are affordable to more than one income group.
- (2) The land use element allows residential development in conjunction with commercial uses in the General Commercial land use category, subject to Planning Commission approval, at densities not to exceed ten units per acre, and with a maximum of 100 such units Citywide.

Source: City of Buellton, 1993.

Since the City's total housing need is 223 units, Table 28 shows that there is ample land available for Buellton to meet the goals of the regional housing needs plan, including the provision of lower income housing.

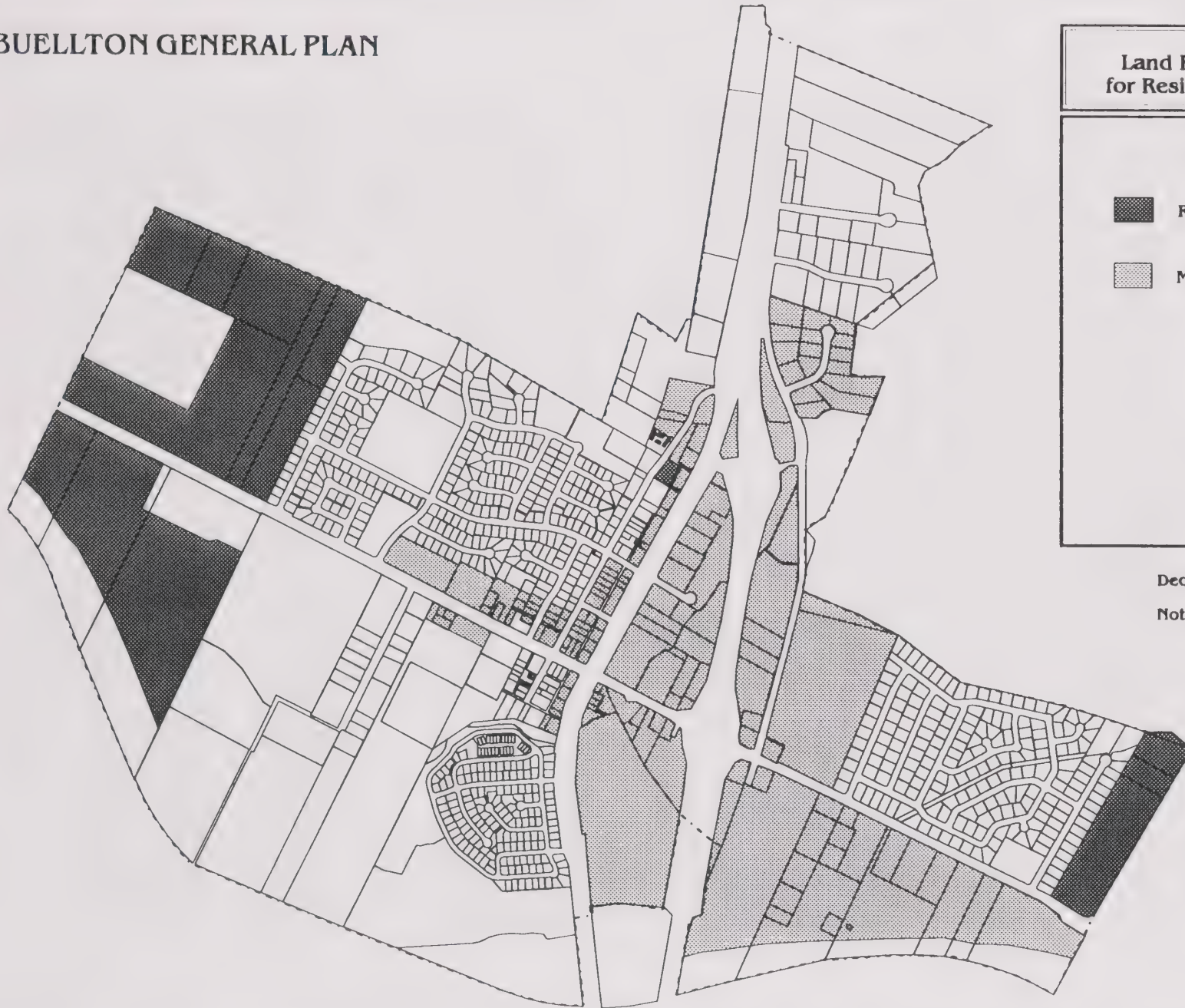
BUELLTON GENERAL PLAN

FIGURE 15
Land Potentially Suitable
for Residential Development

LEGEND

 Residential

 Mixed-Use



December 1993

Not to Scale



Public Services

This section evaluates the ability of public services in Buellton to serve additional residential development.

Water

Upon incorporation in February 1993, the City of Buellton replaced the Buellton Community Services District (BCSD), which had provided water and sewerage services to the area. The City is the sole provider of water service within the city limits, providing water service to about 950 customers.

The City pumps all of its water from five wells that draw from the Santa Ynez River underflow and the Buellton Upland Groundwater basin. The water is treated for domestic use at one of two treatment facilities, and then pumped to one of three storage reservoirs located in the hills to the northwest of the City.

The City has an appropriative right to 1,385 acre-feet of water per year from the Santa Ynez River underflow; however the City is currently requesting that the State Water Resources Control Board increase the City's appropriative right. Water rights to the Buellton upland Groundwater Basin have not been adjudicated; thus it is not clear how dependable this source may be in the future. In addition, the City has an entitlement to 578 acre-feet per year of water from the State Water Project, although a delivery system to transport that water is not in place at this time. The current water allocations are expected to be adequate to meet the projected needs of continued growth until about the year 2000. Thus, water supplies do not appear to pose a significant obstacle to the development of housing in Buellton.

Sewer

The City of Buellton Public Works Department maintains the sewage delivery and treatment facilities for about 950 customers. Major improvements were recently completed on the City's wastewater treatment facilities. The overall capacity of the existing treatment facilities is 650,000 gallons of wastewater per day (gpd), but they presently handle only 350,000 gpd during the peak summer tourist season. The excess capacity of 300,000 gpd could support an increase of 1,000 additional residences in Buellton (assuming 3 persons per unit).

Public Safety

Buellton contracts with the County of Santa Barbara Sheriff's Department to provide police protection services to Buellton residents. The agreement with the County provides a deputy on duty 24 hours a day. Backup support is available on a regular basis from other sheriff deputies patrolling the County.

The County maintains a minimum standard of 1 police officer for every 1,200 residents. The service provided in Buellton equates to 1 police officer for every 740 residents, and is considered more than adequate. In addition, the Buellton branch of the California Highway Patrol (CHP) has a force of 21 officers, 2 sergeants, and 1 lieutenant. The CHP and Sheriff's Department have reciprocal agreements to assist in cases of emergencies. Emergency response times range from 10 to 15 minutes.

The City of Buellton also contracts with the County of Santa Barbara to provide fire protection services. County Fire Station #31 is located at 168 West Highway 246, near Industrial Way, in the City of Buellton. The emergency response time is within one to four minutes. The station employs ten full-time people (three 24 hour shifts), and ten to twelve reserve fire fighters.

Schools

There are two public schools and a number of private schools available to Buellton residents. The two public schools are Jonata Elementary and Santa Ynez High School. The private schools include four pre-schools, two private elementary schools (Midland and the Family School), and two private high schools (Dunn Boarding School and Santa Ynez Valley Christian Academy).

Student enrollment at the beginning of the 1992 school year was 486 students, which is 111 students more than the school's design capacity of 375 students. The school district is currently leasing four relocatable classrooms (trailers) to accommodate the additional students. Although the trailers provide additional space for classrooms, they do not address facility needs such as bathrooms, cafeteria, library, gymnasium, play ground areas, etc.

The Buellton Union School District proposes to build a middle school to alleviate the overcrowding problems in the elementary school. The district has selected a site, but has not yet purchased it. The site selected is located just north of Highway 246, near the Jonata Elementary School and is accessible from Calor Drive.

New housing development within Buellton will be required to pay school district mitigation fees that are in place at the time of building permit issuance. Such fees can be used by the school district for adding relocatable buildings, or to otherwise ease the impact of new students.

3.8 Governmental Constraints to Providing Housing

The price of a home is based on five basic costs: land, materials, labor, the interest rate for borrowing money, and government actions. The cost of the first three items (land, materials, and labor) are determined by the market economy (although government actions can clearly affect land cost), while the fourth item, lending rate, is largely set by the federal government. These items are discussed in the section on non-governmental constraints. This section focuses on the last item, the existing practices local governments can most easily influence to reduce the cost of housing. Governmental constraints include local land use controls, on- and off-site development standards, building and housing codes, permit processing times, permit processing fees, residential development fees, and delays in permit processing that can cause increases in financing cost.

Local Land Use Controls

The minimum parcel size, allowed density, setback requirements and height limits for residential uses, as specified in the Buellton Development Code, are listed in Table 29. These standards were taken from the Santa Barbara County Development Code and adopted by the City of Buellton upon its incorporation. As such, these standards may change as the City considers its general plan and implements the plan through the zoning ordinance.

The required lot sizes under the existing development code are large compared to other cities. For example, the minimum lot area required in the single family residential zone ranges between 7,000

to 20,000 square feet in the R-1 residential zoning district, and between 1 and 10 acres (gross) in the E-1 residential zoning district. In other cities, 6,000 square feet is often the minimum lot size for such development.

Setback requirements in Buellton are not unusually strict and therefore are not considered a constraint to the development of affordable housing. The height limits in Buellton are not overly restrictive and do not impose a constraint to the development of affordable housing.

Table 29 RESIDENTIAL SITE DEVELOPMENT STANDARDS - SINGLE FAMILY ZONES City of Buellton, 1993				
	R-1	E-1	RR	EX-1
Minimum Lot Size (sq.ft.)	7,000-20,000	1 - 10 acres	5-100 acres	1.5-3.5 acres
Minimum Front Setback	20'	20'	20'	75'- 80'
Minimum Side Setback	10% of lot width	10% of lot width	20'	5' one side, 10' other side
Minimum Rear Setback	25'	25'	20'	20'
Maximum Height	35'	35'	35'	30'

Table 30 RESIDENTIAL SITE DEVELOPMENT STANDARDS - MULTIPLE FAMILY ZONES City of Buellton, 1993		
	R-2	DR
Minimum Lot Size (sq.ft.)	7,000-30,000 s.f.	1,452 s.f. - 10 acres
Minimum Front Setback	20'	20'
Minimum Side Setback	10% of lot width	10'
Minimum Rear Setback	25'	10'
Maximum Height	35'	35'

Source: Santa Barbara County Zoning Ordinance, 1992.

Parking requirements in the City of Buellton are typical of other small cities in California and do not pose a significant constraint to the provision of affordable housing. For example, single family residences are required to provide two on-site parking spaces per unit. Multi-family parking requirements are based upon the number of bedrooms in the unit; one bedroom units must provide one space, two bedroom units must provide two spaces and three bedroom units must provide 2.5 spaces.

As part of the adoption of the City's first General Plan, the City will rewrite the Santa Barbara County zoning ordinance to bring the code into conformance with the adopted General Plan. It is unlikely that this process will result in standards that are significantly more restrictive than those within the existing ordinance.

Building and Housing Codes

The Buellton Building Code is based on the Uniform Building Code (UBC) which determines the minimum residential construction requirements for all of California. The UBC ensures safe housing and is not considered a significant constraint to housing production.

Like most cities, Buellton responds to code enforcement problems largely on a complaint basis. The usual process is to conduct a field investigation after a complaint has been submitted. If the complaint is found to be valid, the seriousness of the problem is assessed. The more serious the violation, the more urgent will be the City's action. The City encourages voluntary compliance through letters and phone calls and/or site visits. If compliance cannot be attained in this manner, the City may take more aggressive action through the legal process, although such action has not been necessary in the past.

The City's philosophy has been to mitigate serious health or safety problems, but to allow the property owners reasonable time and flexibility to comply. The City seeks to balance the need to ensure safe housing against the potential loss of affordable housing that might result from overly strict enforcement. There is no indication that code enforcement actions have unnecessarily restricted the use of older buildings or inhibited rehabilitation.

As with the zoning ordinance, the City adopted the County of Santa Barbara's subdivision ordinance upon incorporation. The ordinance requires the construction of various infrastructure improvements such as streets, sidewalks, sewer and water connections that are necessary to serve new residential development. Such requirements are typical of other small California cities and thus do not pose a significant constraint to the provision of housing in Buellton. In fact, such improvements are necessary to protect and insure the public health, safety and welfare by providing safe streets for vehicles and pedestrians, potable water and sanitary waste disposal.

Since as a city Buellton is less than two years old, the City's experience with residential development is limited. In fact, only one proposal for a small condominium development has been processed during this period. The requirements imposed on that particular project were the construction of integral curb, gutter and four-foot wide sidewalks, and narrow interior driveway to serve the internal circulation needs of the project.

As noted above, upon adoption of the City's first General Plan, tentatively scheduled for late 1993, the City will undertake a major review and revision of all City development regulations, including subdivision improvements, to make them consistent with the final adopted General Plan. It is unlikely that such revisions will result standards that are significantly more restrictive than current regulations.

In addition, this element contains a program that states that the City will allow relief from various improvement requirements for projects that include an affordable housing component. See Program 9.

Permit Processing Times

Permit processing times in Buellton are comparable to other cities along the Central Coast. There is currently no backlog of permits waiting for approval by the Planning Commission and City Council. Because the City is relatively young, there has not been a large number of development applications.

While permit processing times in Buellton do not appear excessive, this element does include a policy stating the City's intent to expedite the processing of all development proposals that include affordable housing.

Permit Processing and Residential Development Fees

The City of Buellton charges fees for processing various land use and building permit applications. Building permit fees are based upon the Uniform Building Code, and are assessed based upon the valuation of new construction. In addition, new residential development must pay connection fees designed to cover the one-time costs of hooking into the City's water and sewage treatment system. The local school district also levies school impact fees of \$2.65 per square foot of residential construction. Table 30 shows the various processing fees for a typical single family residence in Buellton.

Table 30 RESIDENTIAL BUILDING FEES City of Buellton 1992	
Type of Fee	Fee Amount (based on 1,500 square foot single family home)
Building permit	\$673
Plan check	\$75
Sewer hook-up & inspection	\$1,920
Water connection	\$3,000
School impact	\$3,975
TOTAL	\$9,643

Source: Buellton Planning Department, 1992.

The City has processed only one application for residential development since incorporation. The applicant requested a subdivision to create 42 condominiums on approximately six acres of land. This application was processed in about six months, although it had been partially processed by the County of Santa Barbara prior the incorporation of Buellton. The total fees for processing this application were about \$5,000, however, it is not clear how much the County charged the applicant prior to the City assuming responsibility.

It should also be noted that upon incorporation, Buellton also adopted the County of Santa Barbara's fee schedule. The Planning Department analyzed the schedule and made significant reductions to the cost of virtually all planning applications. In addition, Policy H-3 states the City's intent to give high priority to the processing of applications that include low income residential development.

The residential development fees in Buellton are not unusually high compared to other cities in the region. The two largest components of residential development fees -- water and sewer fees -- are based on the cost of providing such services. If Buellton did not charge such fees, the City would not be able to provide adequate services. Further, since the median price of housing in the City is above \$200,000, the difference in fees amounts to less than five percent of the unit cost.

while adding to the cost of housing, permit fees do not present a significant obstacle to the production of affordable housing. —

3.9 Non-Governmental Constraints to Housing Production

This section examines constraints to producing affordable housing that result not from governmental regulation, but from the forces of the housing market. Primarily, this analysis examines the economic factors that determine the price of housing in Buellton.

When deciding whether to build housing, developers must consider a variety of costs and weigh those costs against the price they can receive for selling their product. Such costs include the price of land, site and subdivision improvements, engineering and other technical assistance costs, construction costs, development fees (which may include offsite improvements), financing charges, sales and marketing, taxes, and of course an allowance for profit. Each of these factors as they pertain to Buellton is described below.

Land Costs

Land costs vary substantially based on a number of factors. The main determinants to land value are location and zoning, though the size of a parcel will also affect price. Land that is conveniently located in a desirable area that is zoned for residential uses will likely be more valuable, and thus more expensive, than a remote piece of land that is zoned for agricultural uses.

The median price of housing in Buellton is about \$207,000 for a standard-sized single family residential lot of about 7,000 square feet. Of this cost, about half can be attributed to the land cost, though clearly this amount will vary depending on location and other amenities. However, if this amount is a reasonable estimate of improved land value, then land costs clearly present a significant constraint to the production of affordable housing within the City.

Site Improvement Costs

Site improvement costs include the cost of providing access to the site, clearing the site, and grading the pad area. In the case of a subdivision, such costs may also include major subdivision improvements such as building roads, installing sewer, water and other utilities. As with land costs, several variables affect the amount of such costs including site topography and proximity to established roads, sewers and water lines. Engineering and other technical assistance costs are usually included with site improvement as these services are required to ensure the development is constructed according to established codes and standards.

The City requires that curbs, gutters and sidewalks be placed along the frontage of every lot on which new construction or significant alteration is done. These and other site improvement costs are typical of all cities in California and do not impose a significant constraint the development of housing in Buellton. The City does not impose any unusual requirements as conditions of approval for new development. City regulations are intended to generally encourage high-quality private development and new construction.

Construction Costs

Construction costs are those incurred in actually constructing a dwelling unit. As with other land development costs, constructions costs vary. Important determinants of construction costs include the amenities built into the unit, materials used, the prevailing labor rate, and the difficulty of building on the site. In Buellton, expansive soils may necessitate more extensive footings for houses which can increase construction costs. Multiple family residences such as apartments can

generally be constructed for slightly less than single family residences. Residential construction costs currently range from \$35 to \$65 per square foot for average quality construction.

Development Fees

Development fees are charged by local governments to offset the cost of processing development applications. Development fees are discussed in section 3.8, Governmental Constraints.

Finance Charges

Because of the size of most large housing developments, developers generally have to borrow money to cover the costs outlined above. As with all loans, interest must be paid to the lender. Interest rates for construction loans, as well as mortgage rates, tend to be tied to the prime rate (the prime rate is the interest rate at which banks loan money to their best corporate clients). As a rule of thumb, construction loans are generally two percentage points above the prime rate. The prime rate is subject to daily changes, but currently is about 6%.

However, several factors have made construction loans for major subdivisions difficult to secure. First, the current economic climate has created a substantial amount of uncertainty in the development community. Such uncertainty, coupled with increasingly stringent regulation in the banking industry, has made loans for any type of speculative development difficult to secure. Discussions with local developers confirm that loans for residential development projects are generally unavailable at present.

Mortgage loans for individuals wishing to buy or rehabilitate their residences are more common because the criteria for such loans is based upon individual's income. Therefore, the potential risk that lenders face with such loans is less. Discussions with the staff of the State Fair Employment and Housing Commission suggest that there is no evidence of "redlining," a practice that sometimes results in certain classes of people (e.g., ethnic minorities) being denied access to loans on the basis of some criteria not related to their ability to repay the loan.

Sales and Marketing

Once a construction is complete, realtors are generally retained to sell the units. The costs of selling housing include advertising, title insurance, escrow fees, and commissions on sales. Such costs generally average about 6% of the selling price. Given the median price of housing in Buellton of \$207,700, the owner of such a house would pay about \$12,400 in such fees upon sale.

Taxes

Proposition 13 established a statewide property tax rate of one percent of assessed valuation per year. Other charges for school or other assessment districts may also be added to this base amount depending upon where in the county a piece of property is located. For a home in Buellton bought for \$207,700, the annual tax bill would be \$2,070.

Profit

As in all businesses, developers of housing require a certain return on their investment to entice them to build. Prior to lending, banks generally require that a developer be able to show a 15% profit margin after paying off all costs associated with the development. Obviously, this percentage will vary depending upon the relative strength of the housing market. In a relatively stable market,

the \$207,700 average price of a home in Buellton would include about \$31,150 of profit for the developer.

3.10 Low-Income Housing Conversions

Throughout California, many low income housing units that were created through government subsidies may be eligible to convert to market rate units. Such conversions may jeopardize a significant amount of the existing affordable housing stock. Accordingly, housing elements must now identify those low income units which may convert to market rate within 10 years, analyze the costs of preserving these "at-risk" units versus replacing them, identify resources for preservation, set objectives for preserving at-risk units and incorporate programs to try to preserve such units.

Inventory of Potentially At-Risk Units

Using the methodology and checklist supplied by HCD, no at-risk projects were identified in Buellton.

Section 8 Housing Assistance

The Santa Barbara County Housing Authority administers the federal Section 8 rental housing assistance program within Santa Barbara County. This program provides rent assistance subsidies to qualifying low-income individual that helps to defray the cost of market rate rental housing. The Housing Authority currently provides such assistance to 13 units in Buellton. There is also a substantial waiting list of individuals who wish to participate in the program when more funds become available.

Redevelopment

The City is in the process of forming a redevelopment agency to assist in the revitalization of the Avenue of Flags area. Redevelopment will enable the City redirect the property tax increment -- the tax revenue that results from increased property valuation within the redevelopment area -- back to the redevelopment area for various public improvements. Redevelopment law specifies that 20% of such revenues be used for the construction or rehabilitation of low income housing within the redevelopment area boundary.

Upon formation of the redevelopment agency, which will likely occur in November of 1993, the City will have another funding source to assist in the provision and maintenance of low income housing. The amount of such revenues is unclear at this point.

3.11 Energy Conservation Opportunities

This section describes opportunities for conserving energy in existing homes as well as in new residential construction. The factors affecting energy use, conservation programs currently available in Buellton, and examples of effective programs used by other jurisdictions are all discussed.

Factors Affecting Energy Use

The factors that affect residential energy use must be understood in order to identify opportunities for conservation. One such factor is the size of the population. At any given time, the larger the population, the more electricity is consumed. But over time, new conservation mandates and technological advances decrease the per capita consumption of energy. This means that the total

energy use increases at a slower rate than population. The price of energy also has a significant effect; the more expensive it becomes, the more incentive people have to conserve.

The local climate has a large effect on residential energy use. In general, Buellton has a mild climate typical of many coastal communities. Summers are warm with early morning fog and winters are only moderately cold. Prolonged periods of cold weather cause increased energy use for space and water heating. This situation is particularly true if homes are not well-insulated.

The efficiency of household appliances also affects energy use. Older appliances may not operate as efficiently as when they were new, and many older appliances were built when energy conservation was not considered important. Significant, energy-efficient design advances have been made in refrigerators, stoves, and furnaces.

Existing Conservation Programs

The California State Building Standards Code (specifically Title 24) requires that all new residential development comply with several energy conservation standards. The standards require ceiling, wall, and concrete slab insulation, vapor barriers, weatherstripping on doors and windows, closeable doors on fireplaces, no continuous burning gas pilot lights, insulated heating and cooling ducts, water heater insulation blankets, swimming pool covers and timers, certified energy efficient appliances, etc. All new construction in Buellton must comply with Title 24.

The California Energy Commission (CEC) is currently developing a set of energy efficiency guidelines for local planning agencies. As part of those guidelines, the CEC intends to address building efficiency beyond the Title 24 standards. The City of Buellton may wish to include these guidelines into their building code.

Pacific Gas & Electric has a showcase program in conjunction with Southern California Gas. The program offers free advertising of the homes in local newspapers and direct rebate to the developer. Southern California Gas also offers an advertising program to builders that install efficient water heaters, heating units, and wall insulation. (The criteria for the five-star program are less stringent than that of the Showcase program.) The 5-Star program includes information on the homes in the monthly utility bills mailings for the area. Developers are also allowed to use the 5-Star logo of the gas company on their own advertising.

Examples of Programs from Other Jurisdictions

Two basic groups of policy measures are being used by local governments in California to support energy efficient residential development: improving the transportation system relationships among homes, services, and jobs, and improving the efficiency of individual homes.

Relationship Among Homes, Services, and Jobs

Land use planning and zoning practices can conserve energy. For example, if the general plan and zoning ordinances encourage residential subdivision in a relatively isolated area—far from commercial facilities such as grocery stores—residents must travel longer distances to take care of their daily shopping and service needs. Also, keeping housing and jobs in balance and near each other helps to reduce energy use for commuting. Longer trips usually necessitate using an automobile (resulting in gasoline consumption) rather than walking or cycling. Thus, changing the land use pattern can also change energy use patterns. The intent of land use planning measures is to reduce the distances of automobile travel, reduce the costs of construction, and increase the potential for residents to complete shopping and other chores without driving or by driving shorter distances.

One example of a land use planning technique for energy conservation is to encourage infill (development on vacant or underused lots) and compact, contiguous development. Buellton does have a few existing vacant lots for development. As property is annexed to the city to meet the demand for housing, the city boundaries should expand concentrically rather than allowing dispersed development in outlying areas. Mixed-use development should be allowed, particularly in the core areas and along collector roads.

Compact development results in a secondary energy savings—embodied energy. Embodied energy is the term used for the energy spent producing the materials and finished products, like sewer pipes, electrical lines, paving materials, etc. Minimizing the length of necessary water, sewer, and electricity lines, consumes less of those products, thereby decreasing the total energy consumption.

Compact development also means there can be more convenient and accessible public transit. Efficient intracity transit service requires a minimum of 12 housing units per acre (Calthorpe, 1990). Santa Ynez Valley Transit provides door-to-door service in Buellton and the surrounding area upon request Mondays through Fridays between 8:00 a.m. and 5:00 p.m.

Efficiency in Individual Homes

A variety of public and quasi-public programs could be made available in Buellton to assist homeowners and renters in retrofitting to improve energy efficiency.

The City should encourage energy efficiency in residential construction by offering incentives and negotiating with developers to emphasize energy efficient construction practices. Often, developers and consumers discard long-term savings potential in favor of immediate cost savings.

Energy-efficient, new residential construction can cut energy consumption in the home by up to 50 percent. Energy efficient home construction and retrofits should contain some or all of the following:

- Double-pane windows (two panes of glass enclose a vacuum-tight space that does not allow heat and cold to transfer as quickly as it does in a window with a single pane of glass);
- Attic insulation greater than R-19 (soft, fiberglass insulation is given an "R" rating based on its capacity to insulate an area, a higher "R" value indicates greater insulation capability);
- Rigid attic insulation (generally a compressed styrofoam insulation with an R-30 value);
- Additional wall insulation (older homes may not have insulated walls);
- Fluorescent indoor lighting (a standard, incandescent light bulb uses more energy);
- Dimmer switches and task lighting (dimmer switches allow lower lighting levels and less electricity use while task lighting directs light to necessary areas without wastefully lighting a larger area);
- Halogen outdoor lighting (halogen, like fluorescent, are more efficient than incandescent light);

- Lighting motion detectors that turn on lights only when they detect a person in the room or area;
- Shade trees along southern and western glazing to reduce the heat from windows on hot summer days;
- Solar screens that reduce the amount of heat from solar radiation coming through windows;
- Evaporative cooler which uses less energy than air conditioner;
- Microwave oven which uses less energy than an electric or gas oven;
- Gas (rather than electric or propane) water heater and range/oven;
- Weatherized windows and doors that do not have cracks to cause drafts;
- Pools with integrated cleaning and heating systems (including pool covers, active solar heating, and efficient filters, pumps, and motors);
- Energy use automatic timers that provide energy use only when it is necessary;
- Drip irrigation system that conserve water and reduce the energy needed for pumping water;
- Drought tolerant landscaping;
- Active solar elements and passive solar design;
- Energy efficient appliances (in new construction and replacing older appliances in existing homes);
- Storm windows to cut back on heat loss through windows during the winter;
- Reflective film on south facing windows to minimize heat gain during the summer; and
- Individual meters for gas, electricity and water (to encourage conservation) in multi-family units.

Policies that encourage solar energy technology in both retrofits and new construction can also be employed by the City. There are two distinct approaches to solar heating: active and passive. Active systems use mechanical equipment to collect and transport heat—the relatively common roof plate collector system used in solar water and space heaters. Collectors can contain water or air that is pumped through conduits and heated, then piped to the spaces to be heated or to a water heater tank.

Conversely, passive solar systems collect and transport heat through non-mechanical means. Essentially, the structure itself becomes part of the collection and transmission system. Certain types of building materials absorb solar energy and can transmit that energy later. Passive systems often employ skylight windows to allow sunlight to enter the room, and masonry walls or walls with water pipes inside to store the solar heat. This heat is then generated back into the room when the room cools in the evening.

The best method to encourage use of active solar systems for heating and cooling is to not restrict their use in the zoning and building ordinances and to require subdivision layouts that facilitate solar use. New language should be added to the subdivision ordinance regarding solar access easements and covenants that would prohibit one homeowner from blocking the sunlight to another home or parcel. Solar access easements should also encourage lots that provide building sites with lengths running north/south and widths running east/west.

Relationship Between Jobs and Housing in Buellton

This section provides a closer look at the opportunities and constraints that exist in Buellton regarding employment centers and housing areas. Of the 1,858 Buellton area residents aged 16 and older who were employed at the time of the 1990 census, about 27 percent worked within the City limits. The remainder, therefore, worked in places other than Buellton.

The 1990 census indicates that about 62% of Buellton residents required fifteen minutes or more to travel to their place of employment, but only one percent commuted outside the county. Because of the relatively small size of Buellton, this suggests that these commuters are leaving the city limits to work. It is not clear how many people may be commuting into Buellton from outside the City.

3.12 Current and Past Housing Efforts

As noted above, the City of Buellton incorporated in February 1992. This housing element is the City's first; thus, there are no prior programs to evaluate.

3.13 General Plan Consistency

The City's land use element currently designates the sites noted in this housing element for residential purposes at densities consistent with the goals of providing housing to households within the full range of incomes. The policies in this housing element will guide that process, ensuring internal consistency among the elements.

3.14 Public Participation

Prior to drafting the City's first general plan, including this element, a several community workshops were held to gather public input and to elicit community concerns about various planning issues, including the availability of affordable housing and special housing needs in Buellton. The hearing notices were sent to various non-profit and housing advocacy groups in the region, to the community churches and to other persons or organizations interested in City housing policy. The meetings were well attended. Speakers addressed the need for affordable housing in general.

After a draft was prepared, additional public hearings were held before the Planning Commission and City Council. Similar extensive noticing was conducted. In the future, amendments to the element and other significant decisions related to affordable housing will be noticed in similar ways.

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